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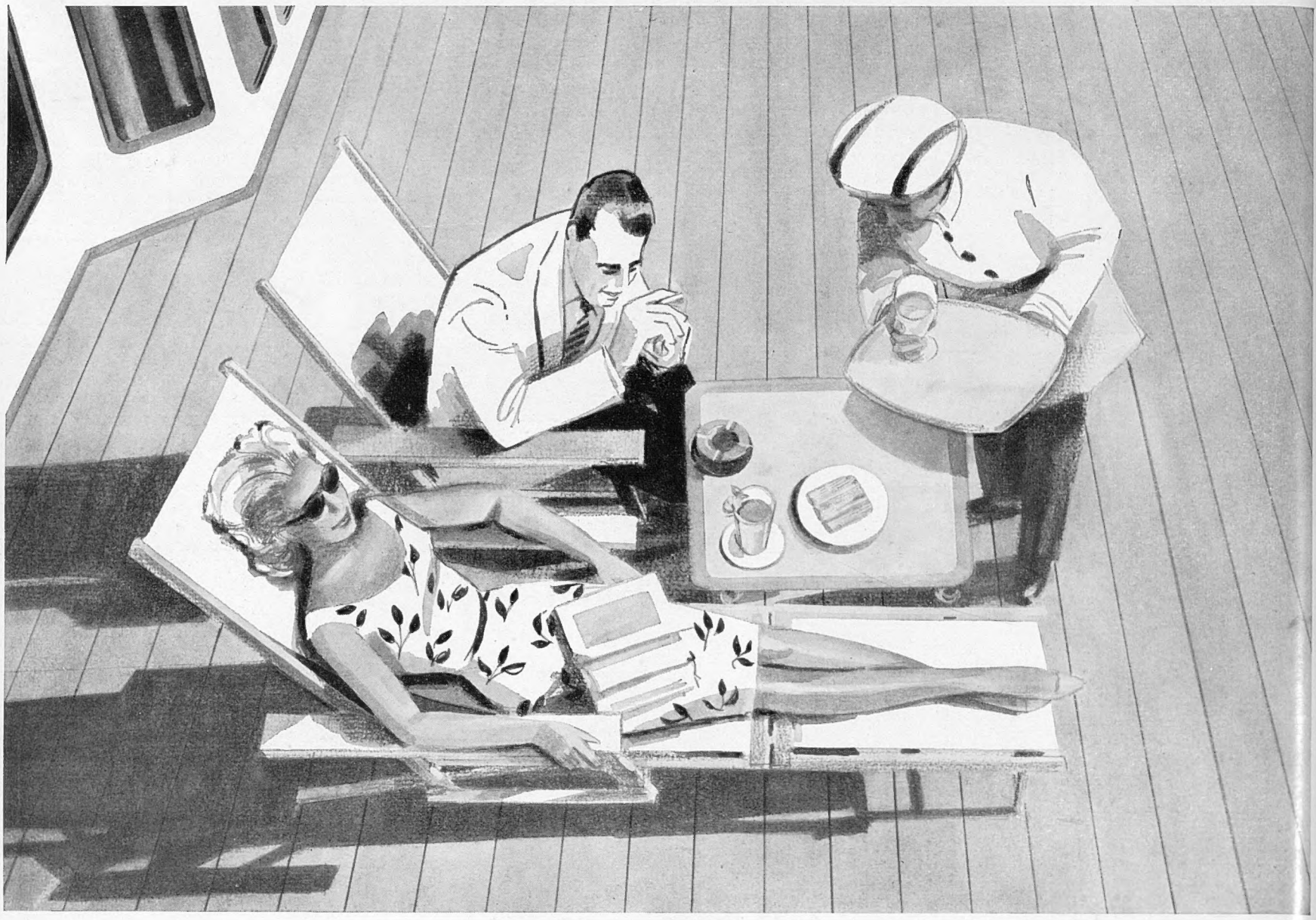

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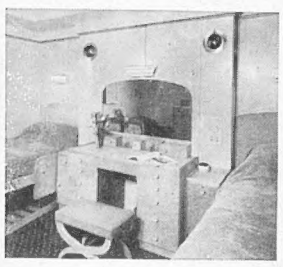

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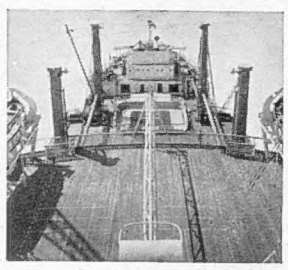

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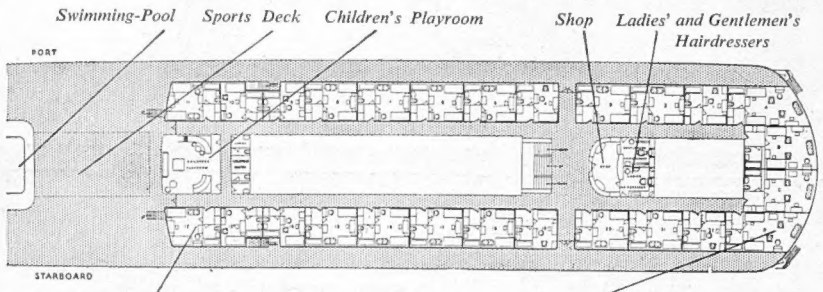

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Volume CCXLVI No. 3188

THE SPHERE

LONDON, July 8, 1961

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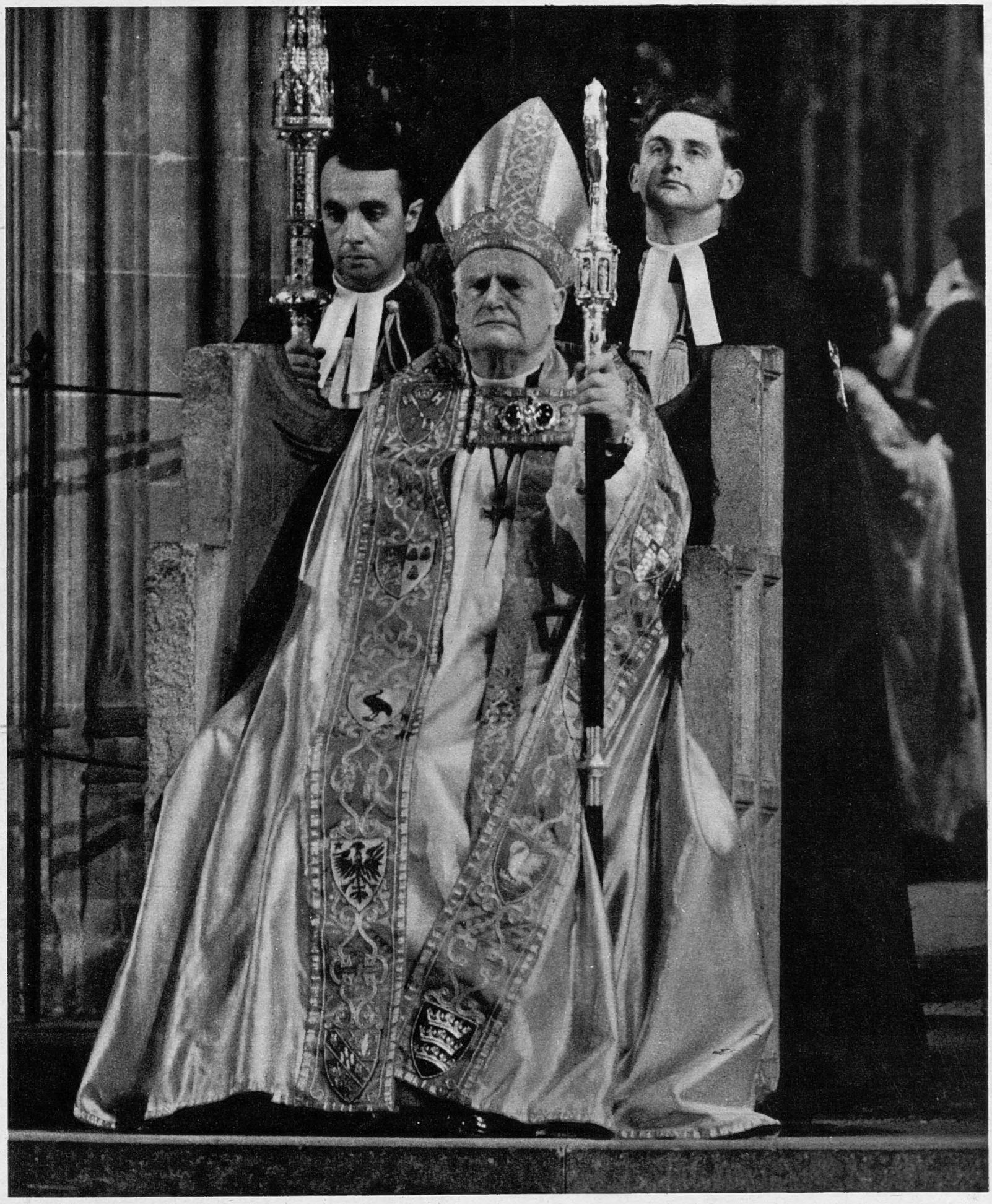

HUNDREDTH ARCHBISHOP

The Most Reverend and Right Honourable Arthur Michael Ramsey is enthroned in the Chair of St. Augustine in Canterbury Cathedral. He is holding his Pastoral Staff and on the border of his cope are embroidered the coats of arms of places with which he has been associated, from his early days at school, to the Archdiocese of York, from which he was translated to the see of Canterbury. The marble Chair of St. Augustine was completed in 1205 and has been used at the enthronement of every Archbishop of Canterbury since that date. Dr. Ramsey's predecessor, Dr. Fisher, was enthroned in 1945 as the ninety-seventh Archbishop. Afterwards research showed that two Archbishops in the tenth century had been left out of the list. Thus Archbishop Ramsey is the 100th Archbishop to be enthroned at Canterbury (see also pages 56 and 57 for other pictures)

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NEWS SUMMARY

The Berlin crisis continues; British views on Kuwait; President Kennedy to meet Dr. Castro? Northern Rhodesia's new constitution; a new African Union

INTERNATIONAL

Kuwait (see opposite page) and **Berlin** provided the main news at the beginning of this week. On the Berlin question Mr. Khrushchev had again announced that Russia would meet with force any attempt by the West to interfere with East Germany after he had signed a peace treaty with the East German Government. Further, the West would have to deal with East Germany in settling the matter of communications to and from Berlin. In **Washington** Mr. Kennedy took an equally firm position. He declared that Russia was deliberately bringing about a crisis and had no right to ignore the post-war quadrupartite agreements on Berlin and to take unilateral action regarding the city.

Speaking at **Bowood,** in Wiltshire, last Saturday, Mr. Macmillan referred to the " grave situation " over Berlin. He continued: " We have no desire to provoke a quarrel with the Soviet Union on this issue: but it is quite clear we cannot countenance interference with Allied rights in Berlin." The Prime Minister said the West had always been willing to talk about the future of Germany, of which Berlin is part. " But the fact of our right to be in Berlin cannot be in question."

New light on the Sino-Soviet ideological dispute was given in a special report by Isaac Deutscher in the London *Sunday Times*, of July 2. In a document sent by Mr. Khrushchev to the headquarters of several foreign Communist parties, the Russian Prime Minister has accused the Chinese of violating the agreement reached between the representatives of eighty-one Communist parties in Moscow last November.

GREAT BRITAIN

In his speech at Bowood, Mr. Macmillan informed his audience of the dispatch of British troops to Kuwait " in response to the urgent and formal request from the Ruler." The Prime Minister earnestly hoped that the need to make use of this force would not arise. It was intended it should be withdrawn as soon as the Sheik considered the threat to his country's independence was over. In **Bristol** Mr. Gaitskell said he did not see how Britain could have refused to help in Kuwait but he thought a U.N. force should replace the British troops as soon as possible. Further, he suggested that the Ruler of Kuwait should consider giving some of his oil revenues to the other Arab states.

The new Labour home policy document, *Signposts for the Sixties*, is generally regarded as another success for Mr. Gaitskell in setting out to heal the divisions within his party. It is thought the views expressed on education, social security and economics will be palatable to most of the members. On the Conservative side, the Bow Group in the editorial in the summer number of its quarterly journal *Crossbow*, charges the Government with " an astonishing lack of clarity in recent policy statements."

Mr. Justice Winn, in a historic judgement last week in the case brought by two members of the Electrical Trades Union against the leadership of the union, found five of the twelve defendants guilty of breaches of union rules and of conspiring to prevent the election of John Thomas Byrne (one of the plaintiffs) as General Secretary. One aspect of the case, which lasted thirty-eight days, was that it revealed the extraordinary complexity of rules pertaining in the various British trades unions.

THE UNITED STATES

Reports from **Washington** early this week stated that President Kennedy was planning to attend the meeting of the Inter-American Economic and Social Conference in Montevideo, the capital of Uruguay, next month, provided the Berlin crisis has not grown so serious that he is unable to leave the U.S. capital. An important subject on the agenda is a proposal to stabilise the price of coffee produced from the Latin American countries, but if Dr. Castro is to be present, as is expected, the greatest interest will attach to the possibility of a meeting between him and President Kennedy for the first time since the abortive invasion of Cuba in the spring.

Ernest Hemingway, one of the outstanding creative writers of our times, died at his home in **Ketchum,** Idaho, on July 2, as result of a gunshot wound. His family stated he had accidentally shot himself while cleaning his gun. He was aged sixty-one and first achieved international fame with his novel *A Farewell to Arms* (1928), which was based on his experiences in the First World War. Much of his writing aroused controversy and among his other best-known books were *Death in the Afternoon* (1932), dealing with bull fighting, for which he had a great affection; *For Whom the Bell Tolls* (1940), perhaps still the best novel about the Spanish Civil War; *Across the River and into the Trees* (1950), an autobiographical novel, and the allegorical story *The Old Man and the Sea* (1952), which was awarded a Pulitzer Prize. Hemingway received the Nobel Prize for Literature in 1954.

Mr. Macleod talks with Professor S. A. de Smith (left), Professor of Public Law in the University of London, and Dr. Ramgoolam, Finance Minister of Mauritius, before the opening of the constitutional conference on Mauritius in London

NORTHERN RHODESIA

Mr. Macleod's constitutional proposals, published last week, seemed more complicated than his first plan outlined last February. The framework for the Legislature remained the same—Upper Roll seats, Lower Roll seats and National seats. In the new plan, qualifications for the Rolls were somewhat altered and the system of election to National seats was changed. The National seat system appeared so complex that many commentators declared it would require slide-rules and computers to run an election. Sir Roy Welensky regarded the new proposals as " reasonably workable." Mr. Kenneth Kaunda, the African leader, rejected them on the grounds that they would give an unfair advantage to the Europeans. Asians disliked the suggestion that one National seat should be reserved for them. Under the previous plan they were to vote for any " open " seat.

AFRICAN UNION

The Union of African States, consisting of Ghana, Guinea and Mali, formally came into being on July 1. Its charter provides for the defence of the territorial integrity of the three states and allows for concerted diplomatic, economic, cultural and research activities.

ALGERIA

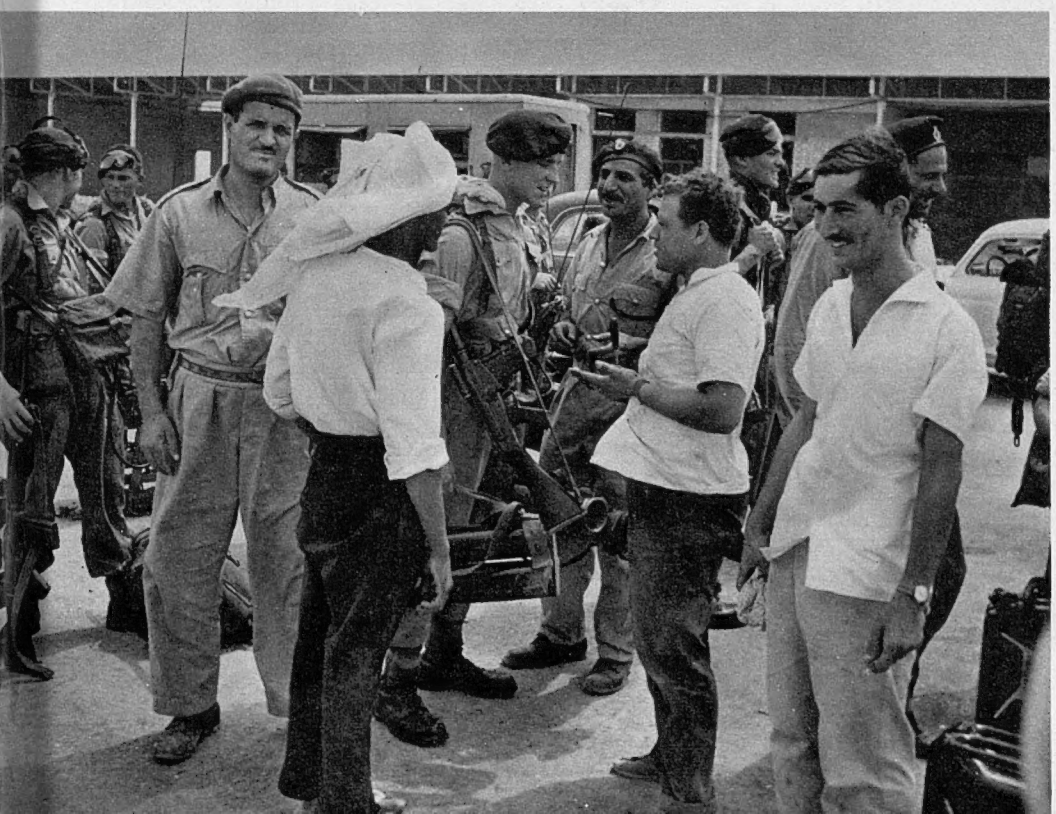
There were widespread Muslim demonstrations last week-end in various cities in Algeria, during which eleven people were killed and ninety injured. It was reported that the demonstrations had been instigated by the F.L.N. (National Liberation Front). Leaders of the " Algerian Provisional Government " in Tunis called for further demonstrations this week to protest against any possibility of a partition of Algeria as a solution to the deadlock over the country's future. President de Gaulle, on his recent tour of Lorraine, referred to temporary partition as a solution for Algeria. He hoped the adjourned negotiations between the French Government and the F.L.N. leaders would be resumed as soon as possible.

THE NEWS IN PICTURES

ROYAL MARINE COMMANDOS ARRIVE AT KUWAIT AIRPORT. BACKGROUND ARE HAWKER HUNTER FIGHTERS

General Kassem's claim that Kuwait is an "integral part" of Iraq led to the Sheikh of Kuwait invoking the new agreement reached between him and Britain last month, and asking for British military assistance to defend his territory against possible attack. The request was not unexpected in London and arrangements had already been made to answer it expeditiously. On July 1, the first troops arrived and within forty-eight hours a strong force was standing by in Kuwait or nearby in the Persian Gulf. The British units were reported to consist of Nos. 42 and 45 Royal Marine Commandos, two infantry battalions, a squadron of armoured cars and a squadron of tanks. Naval forces to support them included the Commando carrier *Bulwark* and the frigate H.M.S. *Loch Alvie* and the R.A.F. had eight Canberra bombers and twelve Hawker Hunter fighters in the area. It was stated that Saudi Arabia had offered military assistance and that the Sheikh had accepted it. On Monday morning the intentions of General Kassem were still not clear. It was generally thought he would not move over the frontier against such formidable opposition but precautions continued for their defence. On the previous day, at the special meeting of the Security Council in New York, the Iraqi representative had maintained his Government's refusal to recognise the sovereignty of Kuwait. The latter country's case was presented by Britain as Kuwait is not yet a member of the U.N. In London Mr. Macmillan made a statement in the Commons on Monday in the same terms he used at Bowood on Saturday (See News Summary on opposite page)

BEDUINS BRANDISH THEIR RIFLES AS THEY SET OFF FOR THE KUWAITI-IRAQI BORDER



ON THE FLIGHT DECK OF H.M. CARRIER *BULWARK*.
Left: COMMANDOS AND CIVILIANS MEET IN KUWAIT

Sardar Mohammed Daud, the Prime Minister of Afghanistan, is welcomed by Mr. Macmillan at his official residence in London. The former was on a five-day official visit to Britain. He had talks with Mr. Macmillan and Lord Home, during which it was understood that they declared they considered the Afghan-Pakistan frontier dispute was a matter for settlement between the two countries concerned but Britain's traditional support for Pakistan remained unchanged

AFGHANISTAN'S PREMIER AT ADMIRALTY HOUSE

Far right: President Tshombe (right), of Katanga, embraces Mr. Bomboko, the Congolese Central Government's Foreign Minister, at a Press conference in Leopoldville. Sitting left is General Mobutu. The photograph was taken soon after Mr. Tshombe's release from detention by the Central Government. Reports that he had reached political agreement with the Central Government were denied by Mr. Tshombe on his return to Katanga. He said the only arrangement he made was a " purely economic one "

ALL SMILES IN CONGO

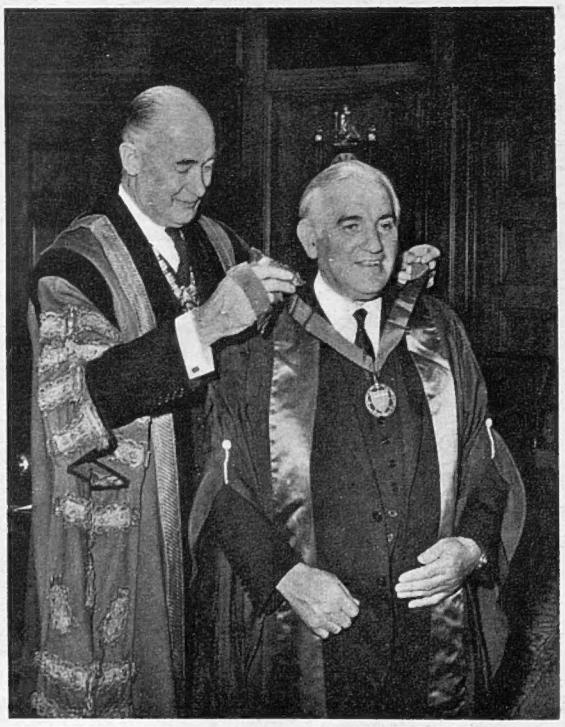
At a Commissioning Parade at Mons Officer Cadet School, Aldershot, Field-Marshal Sir Francis Festing, the C.I.G.S., presents a silver-mounted cane to Under-Officer M. Wilson-Browne, the best all-round cadet of the Commissioning Detachment. The parade marked the end of a phase in the Army. For the last time, those commissioned included National Service officers

A SPECIAL DAY FOR THE ARMY

Far right: Captain Laning, of the U.S. Polaris submarine depot ship *Proteus*, skims over the surface of Loch Lomond, in Scotland, in a Heliboat, a light craft fitted with an overhead rotor and towed by a motor boat. Captain Laning earlier presented the prizes at the Scottish Water Ski Championships

HALF-WAY BETWEEN A BOAT AND A HELICOPTER

Mr. Isaac Wolfson, the financier, is invested with the Patron's Badge of the Royal College of Surgeons, by Sir Arthur Porritt, President of the College, at a luncheon in London. Mr. Wolfson recently gave the College £250,000 through the Wolfson Foundation. He was elected to the Court of Patrons, whose distinguished members act as advisers to the Royal College



Left: MR. ISAAC WOLFSON IS HONOURED

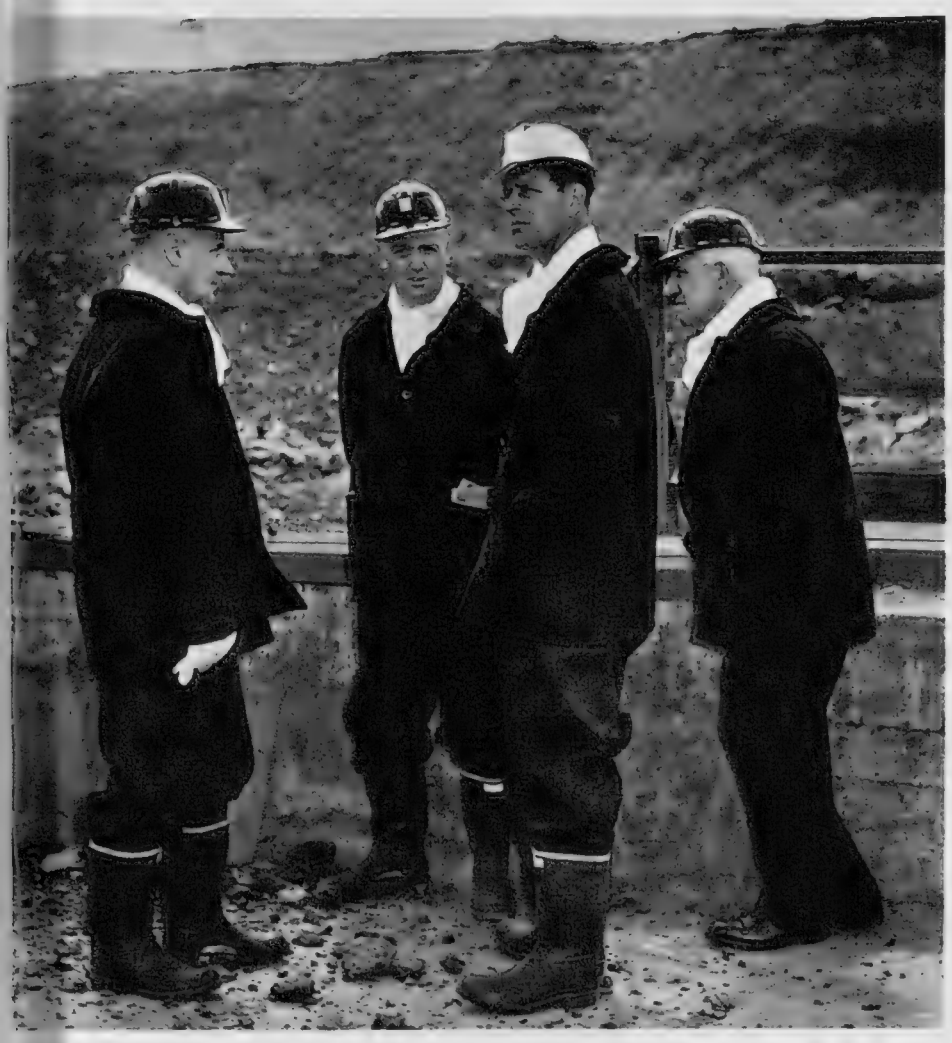
Far right: Mr. V. Loginov, the Russian Chargé D'Affaires; Mr. V. Rodnow, head of the Russian Trade Delegation in London; and Mr. Maudling, President of the Board of Trade, are at the reception following the opening of a shop selling Russian goods in High Holborn, London. An idea of the scope of Russian manufacture can be gained from the Soviet Exhibition being held at Earls Court, from July 7 to 29

OPENING A RUSSIAN SHOP IN LONDON

THE NEWS IN PICTURES

The Queen and the Duke of Edinburgh started their seven-day Scottish Tour with a visit to the Scottish Gas Board's £6,500,000 Lurgi high-pressure gasification plant at Westfield, Fife. Designed to produce gas from low-grade coal, it is the first such plant in Britain. (Pictures of Westfield appeared in the industrial section of the July 1 issue of *The Sphere*.) The Queen declared the works open and unveiled a commemorative plaque. Then Her Majesty and the Duke put on protective clothing to make their respective tours of the nearby National Coal Board's open-cast site. The Queen was shown round by Mr. Finlay, Regional Open-Cast General Manager. She inspected the cabin of a spreader at work depositing waste from the end of its 96-ft.-long jib. Meanwhile the Duke watched excavators operating on the coal face. The Royal couple later returned to Edinburgh where Lord Provost J. Greig Dunbar presented the keys of the city to the Queen and she and the Duke took up residence at Holyroodhouse Palace. On the next day, the Queen and the Duke entertained 700 guests at a garden party at the Palace. Other events during the seven-day tour included a forty-mile tour of the County of Midlothian, and visits to Glasgow and Stirling

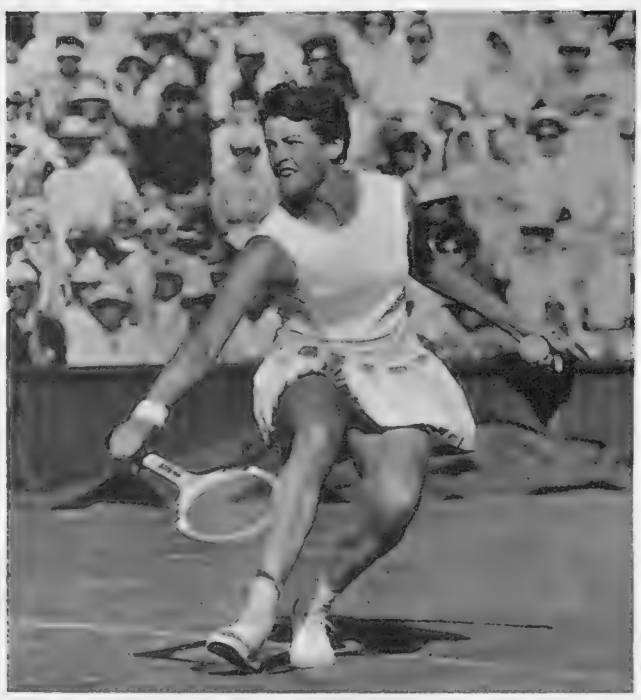
THE QUEEN'S GARDEN PARTY AT HOLYROODHOUSE PALACE, EDINBURGH. BACKGROUND IS ARTHUR'S SEAT



VISITING THE OPEN-CAST COAL SITE AT WESTFIELD—**Left:** THE DUKE OF EDINBURGH AND **Right:** THE QUEEN WITH MR. F. H. R. FINLAY

Miss Christine Truman leaps across the court during her third-round match against Mrs. de Somoza

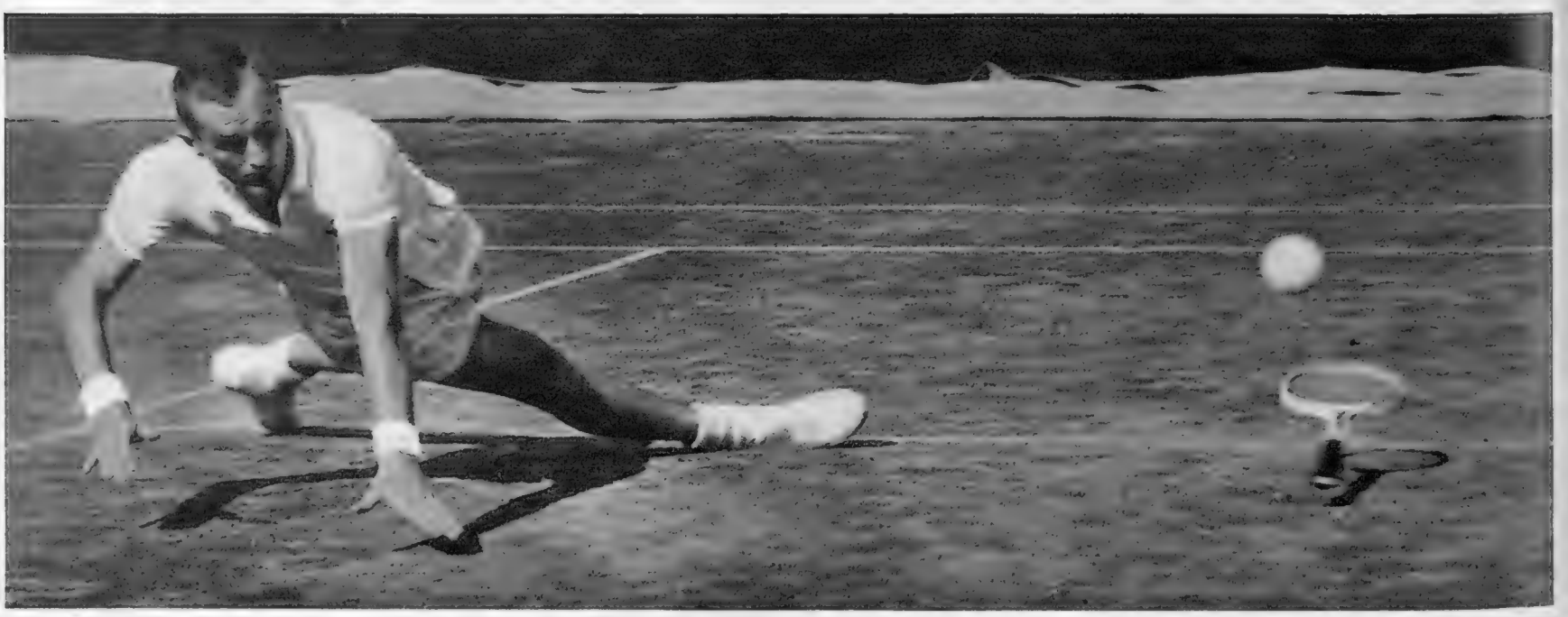
Miss Sandra Reynolds, the ladies' No. 1 seed



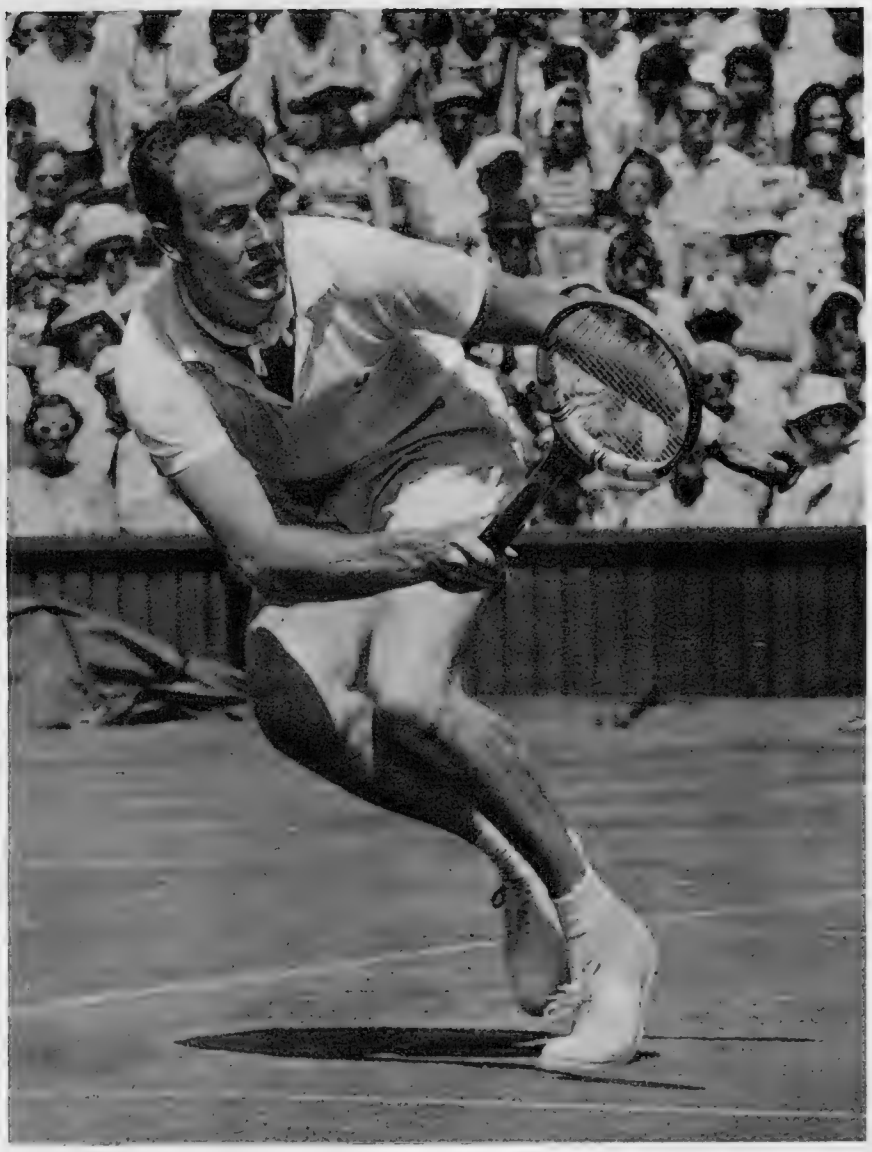
Miss Margaret Smith, seeded No. 2, in action against Mrs. Kormoczy

WIMBLEDON 1961

At the start of the second week of the Lawn Tennis Championships, hopes for British tennis were higher than they had been for many years. Although the fortnight started in poor weather, it grew steadily hotter, until by last Saturday it was estimated that the temperature on the Centre Court was over 110 deg. Fah. In the extreme heat, a number of Seeds fell by the wayside. As was expected, it was proving to be a very open Wimbledon and in this setting British players prospered. For the first time since 1938, Britain had two representatives in the quarter-finals. M. J. Sangster, the young Davis Cup player, had the easier passage of the two, beating Segal of South Africa in the fourth round in three sets. But the honours went to R. K. Wilson, who in the past has often raised British hopes only to dash them with his fluent but brittle stroke play. To reach the quarter finals, he beat last year's title-holder, N. A. Fraser, in a fierce 2¼-hour match on the Centre Court. Both players felt the heat—Fraser donning a white sun hat and Wilson, every time they changed over, pouring water over his face and down his neck. He is the first British player to beat a reigning men's champion at Wimbledon since 1934. Sangster went on to beat I. Pimentel, the Venezuelan left-hander, to reach the semi-finals, but Wilson lost to the young American, C. R. McKinley. In the ladies' singles, too, Britain had a fine week. Both Miss Truman and Miss Angela Mortimer reached the fifth round—Miss Mortimer for the seventh time.



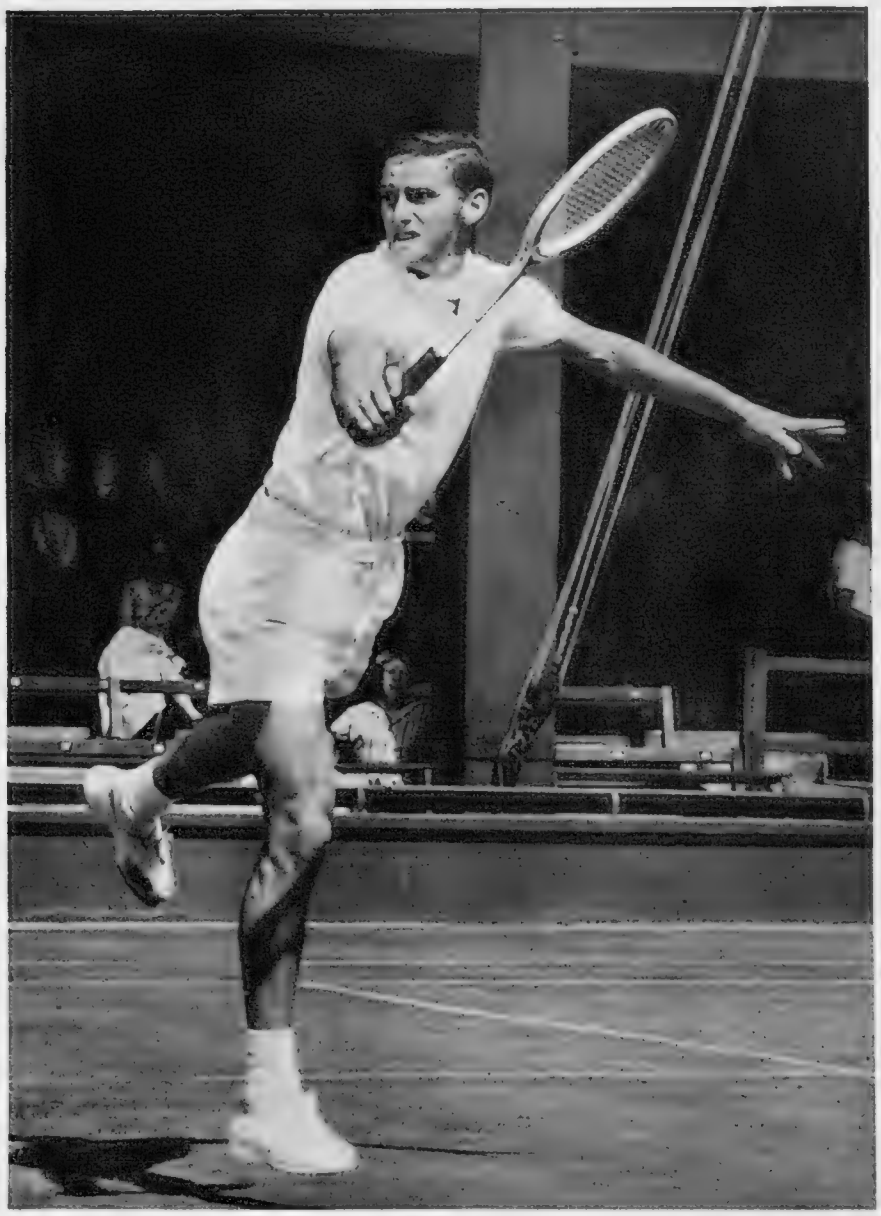
N. A. Fraser, last year's Wimbledon champion, loses his racket during his match against his fellow-Australian M. F. Mulligan



R. K. Wilson volleys during his gruelling victory over N. A. Fraser on the Centre Court

M. J. Sangster, the unseeded British player, beats A. Segal in the fourth round

R. Laver, seeded No. 2, leaps to a high backhand in his match against R. Hewitt



R. Emerson goes for a backhand volley as he proceeds to a three-sets victory over R. Taylor

JOHN CONNELL

KASSEM AND KUWAIT

The relinquishment of power and authority is a far more difficult and a far more disappointing task than its expansion and consolidation. This ought to be regarded as axiomatic at every level, in every office in Whitehall, in every newspaper, and in the B.B.C. and the Independent Television News organisation. It never is. Everyone maintains the bland assumption that, as soon as the old imperialist treaty has been abrogated and the new one (of friendship with or without strings) signed with a great flourish of gold fountain-pens, a new millennial era is about to begin. Nobody appears yet—though the process has been going on for sixteen years—to have recognised that before the ink is dry on the documents the fur will almost certainly begin to fly.

In the momentous years in which Lord Wavell, with a small British, Commonwealth and Allied force, defended a vast area of the Middle East and equatorial Africa, he had a file which contained an appreciation, kept constantly up to date, of what he called " W.P.C.—the Worst Possible Case." It set out, coolly and cogently, his and his staff's view of what would happen if everything went wrong. This was not pessimism or defeatism—there was no braver, more resolutely optimistic commander in any theatre at any time in the Second World War—it was simply the application of common sense and foresight to political and military matters. Did anybody, I wonder, trouble to consider a " Worst Possible Case " in respect of Britain's changing her relationship to Kuwait? There is no need for me to answer my own question.

The political advantages of the move were obvious enough. After nearly five years of post-Suez paralysis, the United Kingdom has sought, in recent months, to evolve a new Middle Eastern policy. Kuwait, because of its vast oil resources which have hitherto been accessible without the payment of exorbitant danegeld, has been of considerable importance in the framing of that policy. Relationships with the Sheikh of Kuwait have been exemplary, though the wealth that accrues from oil revenues has about it a certain old-world raffishness which, ironically inevitable as it is, greatly upsets the unco' guid. It must seem harsh indeed to those in the Foreign Office and elsewhere, who worked so hard to bring about the new—and, as it seemed, better—relationship, that within six days the political storm-clouds blew up.

Sheikh Sir Abdullah As-Salim As-Sabah, of Kuwait

I, however, remember a hot October evening in 1954 when Mr. Anthony Nutting, then Minister of State in the Foreign Office, signed an Anglo-Egyptian Treaty which provided for the rapid and complete withdrawal of British troops from Egypt and the transfer of the Suez Canal Zone base to Egyptian control. And I remember, not without dismay, the consequences of that (on the British side) well-meant agreement. I number among my acquaintances a good many people who, two years later, suffered grievously because trouble, not a glorious new era of peace, friendliness and co-operation, was the outcome; and even with the recent establishment of a British Embassy in Cairo, I cannot persuade myself that all is now forgiven and forgotten, and that the time is ripe for President Nasser to pay a State visit to London.

The Middle East has been—for the Middle East—remarkably quiet in recent months. Even the explosion of indignation which greeted the Israeli Government's decision to celebrate their country's independence with a military parade in Jerusalem had an unmistakable air of artificiality; and the wrath so swiftly engendered was dissolved just as suddenly.

General Kassem's brash behaviour over Kuwait could be only a small pebble hurled into the pool of unaccustomed but welcome tranquillity. Or it could have much more serious and lasting effects. At the moment of writing it looks as if it is going to be a transient excitement; but let us ponder, for a moment, the other alternative—the Worst Possible Case.

Well-informed circles hastened to assure us, even while Bagdad Radio was still blaring its boasts and its threats, that the Soviet Union was not behind Kassem's move. Speaking solely for myself, the moment I hear my own favourite well-informed circle utter, in his dreary, confident voice, that kind of bromide, I have two highly Pavlovian reactions: I wonder why on earth I obediently handed in my pistol on demobilisation, and I go and look for my steel helmet.

So let us just suppose that well-informed circles are wrong, as wrong, say, as they were when they assured me that everything was especially tranquil in Iraq, and forty-eight hours later the mutilated bodies of the King and of Nuri es-Said were being dragged through the Bagdad streets, and the British Embassy had gone up in flames. Suppose Kassem has backing, supposing he means what he says. Is my friend, Gerald Nabarro, wrong to wonder whether the machinery for imposing petrol rationing is still in order? Might we not have to face consequences a great deal more unpleasant even than not being able to take the car to Scotland in September? Our whole economy—and not merely our taste for jolly family jaunts and traffic-jams on the road to Wimbledon—depends, to a very frightening degree, on Kuwaiti oil. If Kassem's move were, in fact, linked to Khrushchev's recent speeches, and a part of an anti-Western campaign which, in the belief of the Americans, is due to reach its crisis in October, we in Britain would be in a very tight spot. Balance of payments, full employment, all those delicate negotiations with the European Common Market . . . it gives one the shivers on a warm summer day.

Kassem's arguments are, of course, preposterous but, then, so were Mossadeq's over Abadan; so were Nasser's over the Suez Canal; so were Castro's when he nationalised every American undertaking in Cuba. The pretexts for a grab are always preposterous, but the grab happens. Agreed, says the buoyant, well-informed circle, but don't forget this: Kassem has got the whole Arab world against him. In the course of some twenty years I have spent many arduous and painful hours wrestling with this extraordinary phantom, " the whole Arab world." It was the invention not of Arabs themselves, but of the pro-Arabists, official and unofficial, who disliked the Balfour Declaration and sought to nullify all its positive affirmations by laying stress on its few negative propositions. Its most active period was in World War Two: whenever the Jews of Palestine made it clear that they wanted to form military units to fight Nazism, an ambition in which they were supported by the Prime Minister in London, soldiers, diplomatic and colonial officials cried in unison that " it would set the whole Arab world ablaze." The Arab League, which has bobbed up again in Beirut, is the phantom's somewhat sickly progeny.

The great, simple truth about Arab unity is that there is no Arab unity. Meanwhile, for anyone who has—as I confess I have—a taste for the nuances of Arab diplomacy, there is a great deal of demure fun to be extracted from a study of the various Arab reactions to Kassem's claim. The Kuwaitis have discovered an exhilarating national solidarity, have demonstrated in the streets and in front of the Sheikh's palace, and have shouted very rude slogans about the Iraqis.

Meanwhile, however, I too, by paying a little attention to the reports of the Arab States' answers to the Sheikh's appeal for support for Kuwait, can become a well-informed circle. President Gamal Abdel Nasser, I learn, has announced the United Arab Republic's opposition to any Iraqi attempt to annex Kuwait. As one who knew something about the Iraqis' and the Egyptians' and the Syrians' behaviour in the Arab-Israel War, I can hazard a guess as to the real meaning of that remark.

The Arab League, meeting in Beirut, has said that the Iraqi claim is " contrary to the fundamental principles of international law." King Hussein of Jordan, who has been negotiating quietly with Kassem for months (and who can blame him, with Nasser perpetually breathing down his neck?), has said that Jordan will " always support right and justice and work for the good of all Arabs." By contrast King Saud of Saudi Arabia has been almost a little too forthcoming. He has announced that " Kuwait and Saudi Arabia are one " and that " any mishap that befalls Kuwait affects Saudi Arabia and vice versa." Any well-informed circle that interprets all this as Arab support for Kuwait and a strong demonstration of Arab unity is obviously rocketing to the top in his profession. But for myself I accept this interpretation of the whole affair offered by a Lebanese newspaper, though I think the second word in my quotation is a monster: " The Iraquisation of Kuwait is for Britain equal to the nationalisation of the Suez Canal, and may be even more. The success of the attempt, even in the future, would give Saudi Arabia a free hand to annex Qatar, Dubai and other sheikhdoms." Connell, J., concurs.

A striking exhibit in the extension to the Armouries at the Tower of London is a set of armour for an elephant, which was brought from India by the first Lord Clive, probably as a trophy of the Battle of Plassey in 1757. It is believed to be the only example in Great Britain. Left background is 18th-century horse armour from Sind, India, and background right, horse armour from Tibet. The extension, known as the New Armouries, is a three-storey brick building near the White Tower where the main collection of arms and armour is displayed. It was erected some time before 1680 and has been repaired and redecorated. When the Minister of Works, Lord John Hope, opened the new extension last week, he referred to the tubular metal " elephant " standing about 12 ft. high, made to display the armour. He said that he could safely claim it to be the " only tubular rogue elephant in the world." Many months were spent restoring the armour: 600 plates and 12,000 rings were made to complete it. Also on show are arms and armour from Asia and Africa, most of which have not been exhibited before, and muskets and rifles issued to the British Army from the end of the 17th century to 1914

ARMOUR FOR AN ELEPHANT

Juan Sebastian de Elcano, the Spanish Navy's training ship, sails from Portsmouth after her week's visit. She was to call at French ports on her way back to Spain. The training ship had crossed the Atlantic to Britain from Boston, Massachusetts, during a six-month training voyage. (Photograph by Beken of Cowes)

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

SUBVERSIVE ELEMENTS. The recent so-called wild-cat strike at Smiths Accessories called forth some strong criticism (which the strikers' committee resented and rebutted) from the leaders of two great unions concerned at the annual conference of the Shipbuilding and Engineering Unions, who deplored this strike. Where do we, the public, stand in these industrial disputes which are wrecking the nation's hopes of recovering from the economic red? What can we assume that we know as facts? That Britain, through strikes, last year lost in millions working hours which the Germans lost in thousands, suggesting that we simply cannot compete with Germany. That piece-workers at Smiths already earned rates of pay favourably comparable with rates paid elsewhere in similar work, the men getting £15 a week without overtime and the women £11. There are still old-fashioned people alive who regard £750 a year as a reasonable wage; and, throwing in new concessions to many more workers of four weeks' holiday with pay, improved sick benefits, free life assurance and better pension rights, one may feel that with the country in an obviously critical economic state, the strike was indeed wild-cat, since a national claim for still higher pay and shorter hours is pending. In short, in our ignorance of many facets of the problem of men's grievances and employers' logic, we can hardly be blamed for seeing in this strike at this anxious moment subversion of a kind, if not Communist-inspired subversion. When a monkey saws through the branch he sits on, there must be an element of subversion to account for his myopia.

LEADERSHIP? You and I, far outside the industrial ring, constantly note the great unions to which the strikers contribute, condemning these strikes and entirely powerless to avert or end them, the Ministers responsible going off on other missions abroad and always convinced of one thing: that any Government intervention in industrial disputes would be as dangerous as futile (with which conclusion we have of late been inclined to agree), while thousands of workers not involved are laid off and while the national output continues to decline and more markets are lost. There seems to us no particular need to blame it on the Communists; we are satisfied that subversion of some kind is proved and is no more excusable if Communism inspired it. Writhing like Laocoön in strangling coils, we cry out for someone to find a way to cut through them, and our ignorance in asking is patent to us all. We feel like passengers in the ship of State, driving on the rocks, the mutineers in control, the ship's officers bound and gagged or complaisant. And if Mr. Selwyn Lloyd's recent expression of practical sympathy with our poor tycoons and the Government's generous standards of remuneration for the heads of our bankrupt nationalised industries did not play some part in the sharp resurgence of that "subversion," I will eat what the moths have left of my grey top-hat. The truth is that you and I are sick of hearing about our "affluent society," and pine for some hint from Mr. Macmillan that leadership and stern measures against strikes and criminals and other grievous ills in our polity are more to be welcomed by his supporters and opponents to-day than appeasement and vote-catching.

SLASHED TO THE BONE? A time may come when it will be necessary to explore avenues for the means of cutting down Government expenditure. Positively, we were entitled to draw this conclusion from remarks let fall by Mr. Selwyn Lloyd, when he was commenting recently on our present very serious economic plight. But surely he spoke

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The bell of H.M.S. *Mermaid*, now being scrapped, is sounded by Admiral of the Fleet Lord Fraser, after it had been presented to the Mermaid Theatre, London. Looking on are Mr. Bernard Miles (centre) and Rear-Admiral Sir Alexander Gordon-Lennox

The U.S. Ambassador in London, Mr. David K. Bruce (left), is with Mr. John P. Duncan (centre), U.S. Assistant Secretary of Agriculture, and Mr. Robert N. Anderson, Agricultural Attaché at the U.S. Embassy, at the opening of the U.S. Trade Centre in London

After being named by the Queen Mother, the 22,000-ton liner *Northern Star* enters the water at the Vickers-Armstrongs' shipyard at Newcastle-on-Tyne. The liner, built for Shaw Savill Line, will enter service in twelve months' time. She will join her sister ship *Southern Cross* on regular round-the-world passenger routes

ill-advisedly, without the book? We have clear in our memory the annual assurances of every recent Chancellor that Government expenditure has been continually slashed and (at the moment of speaking) had been slashed to a minimum beyond which it was utterly impossible to go for the safety of the State. And now, it seems, there might possibly be an economy, hitherto undetected, in Government overseas expenditure. *De minimis non curat Cancellarius*—at any rate, since the days of Gladstone, who cared very much for the pence in the bad old days when income tax varied between 10d. and 11d. Now, of course, a £100,000,000 or so here or there is chicken-feed. Otherwise Mr. Lloyd might switch his economical eye from the foreign to the home field and discover even now some small, overlooked opportunities for Government economies at home.

OXFORD REFACED AND REVISITED. A college dinner to old Alumni—and what a banquet of food, wines and wit it was—gave me an opportunity to observe with care and great admiration some of the refacing of crumbling stonework, already mellowing, on the principal buildings of Oxford. As an undergraduate nearly sixty years ago, I do not suppose I ever considered these magic stones with an architectural or historical eye, even the features of my own college. On this occasion I observed with the right sort of eyes, and I dare say through the eyes of undergraduates dead these five centuries taking a look at their newly-built university. The Sheldonian, when its white cupola tones down, will soon be a glory, always provided those Victorian philosophers crumbling above its railings are removed and not replaced with anything more than some architectural symbol in stone. The Divinity School, too, will soon be transformed in glory and new lightness, and for that reason I was delighted to note that the new Bodleian, which I had dismissed as an ugly biscuit-box, has so mellowed as to tone with distinction with the new-old grandeurs of Wren. Then, close by, is Wadham, where miracles of beauty have been achieved already. In short, all is very well with Oxford's new face; and two years hence I hope to see the miracle nearer completion and perhaps hear of a decision on the road by-pass controversy. Oxford's new face should be worth saving.

CARNIVAL OF SPORT. From mid-June to mid-July Britain's carnival of sport occupies a great many columns of sober journals, and even the most serious-minded of us usually turn first to them. In the international field and in our own economic field, what 's to come is still unsure, though almost certainly unpleasant. But, if the sun shines, most of us who are not football fans only at this season allow ourselves a long carnival time and keep our eyes on cricket grounds, Wimbledon and golf-courses while the world's aces of sport fight it out for championship honours. There are excuses for us. Parliamentary debates are depressing and boring, law reports make melancholy reading and international conferences are curiously jejune and repetitive. I have always enjoyed and always excuse my carnival spirit at this time. For full enjoyment it is necessary to concentrate on a few players, to back one team. I only once watched a star golf match; I recall that two of the players were Dai Rees and Max Faulkner, and the game was at West Bay, near Bridport. Ever since then, year after year, I have watched with special interest the rises and falls and comebacks of these two men; certainly if I had never seen an ace-golfer at work, my interest in golf would be nil. And so with cricket and lawn tennis. During the carnival I follow the fortunes of attractive lawn tennis players I have last seen on the courts, and of a batsman or bowler who has recently given me pleasure; and in the County Championship I still loyally follow the fortunes of Sussex, though I have moved to Hampshire. I remember Sir F. Willans, the Sandringham doctor, telling me that every man needs a hero to inspire his life and that his hero was George V. If I dissent from his generalisation rather than from his specialisation, I *am* convinced that the full fun and thrill of this sporting carnival can only be obtained by selecting a few " temporary heroes " for these events and following their fortunes like a backer of horses at a race meeting. If one selects judiciously, one's fun and thrill may last till the finals are played out.

THE PEN AND THE BAT. The output of literature was held up temporarily last month when a team of " modern authors " met and defeated the National Book League at cricket in Vincent Square—an annual fixture. This year it was more than ever remarkable how very good our leading authors are at the game of cricket. Sir William Haley was struck by this, for he saw no sounder reason why cricket should be related to literature than sculpture to polo. But there it is, for all to see. In 1961 our " leading authors " can field a team fit to make a match with Benaud's men. After all, if you have Lindwall and Keith Miller to open the bowling and Denis Compton to " stiffen " both batting and bowling, with Aidan Crawley, no mean performer, " among others we noticed," the Companions of Literature have no grounds to complain of their lack of skill in other fields. Of course, it is possible that there is a sound reason for relating literature to cricket, especially during our sporting carnival time, when cricket authors are all best-sellers, and cricket journalists all learning the art of literature while they earn. Naturally, when you pick a team to win on the cricket field, you choose the best men for cricket. If, however, you picked a literary side to represent merit and distinction in literature against a team of lawyers or doctors, you might choose T. S. Eliot, Churchill, Trevelyan, Masefield, Forster, and so on.

THE OLD STAGER

Torvald (Jack Palance) urges on his horses during his gladiatorial contest with Barabbas (Anthony Quinn), fighting on foot

ENTERTAINMENT

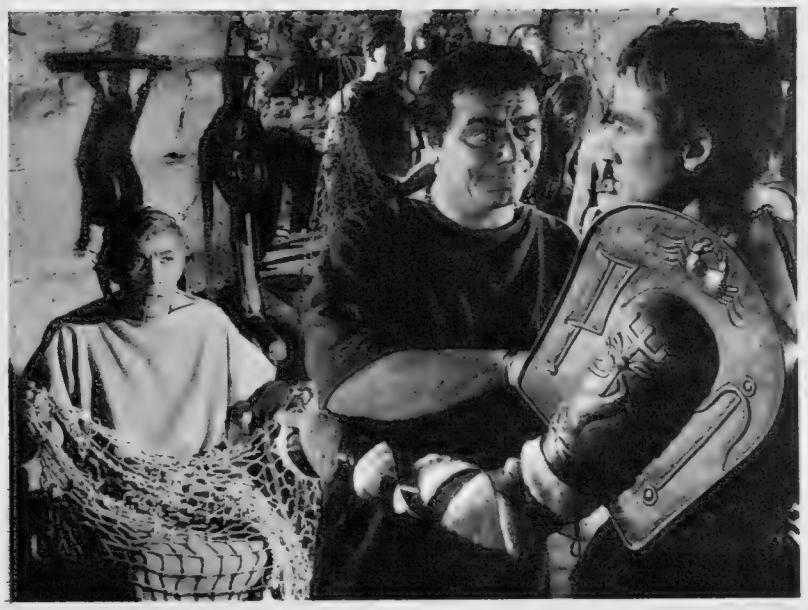
BARABBAS

Visitors to Verona this summer have found the Italian city crowded with film extras during the shooting of sequences for the highly-expensive De Laurentiis production of *Barabbas*, to be released by Columbia. The picture, which has been scripted by Christopher Fry from Lagerkvist's novel, tells the story of Barabbas, the thief who was voted his life and freedom when Pontius Pilate was forced to crucify Jesus in his place. The picture is set not only in Jerusalem, but also in Rome and Sicily. The gladiatorial sequences, without which no film set in Roman times would be complete, have not been made in the Colosseum in Rome, but in the amphitheatre in Verona. In a fine state of preservation, this arena has been only slightly "restored" for the film. It has often been claimed that the gladiatorial contests for the Roman Emperors were more spectacular and bloodthirsty than anything that Hollywood has ever provided in all the miles of celluloid in which the Christians are thrown to the lions. The director of *Barabbas*, Richard Fleischer, with 40,000 extras and stunt-men, is providing four different events simultaneously.

In the arena, different events are staged simultaneo
of gladiators on artificial bridges over the lion pit. L

As the gladiators fight above on the artificial bridges, the lions corner one of the fallen warriors

—performing elephants, a fight between Amazons and dwarfs, and a struggle between armies
eous The Emperor (Ivan Trisault) signals the death sentence. **Right:** Barabbas in the arena
Left



Barabbas (Anthony Quinn); Lucius (Ernest Borgnine); and Sahak (Vittorio Gassman)

THE VOICE OF THE COMMON

GREAT BRITAIN

A party of fourteen local government officials from Aden and East Africa is now in London, concluding a three-month study tour of local government conditions in Britain. The tour is one of the large number organised for Commonwealth countries by the British Council. Besides Aden, the members of this party come from Kenya, Nyasaland, Tanganyika and Uganda. Among them are chiefs, administrative officers, head clerks, secretaries and inspectors.

Their programme started in the Isle of Wight with an " Introduction to Britain Course," to familiarise them with British conditions and customs. A considerable time was spent in Yorkshire. They attended meetings of local councils and visited markets, magistrates' courts, welfare centres, police headquarters, schools and a mixed farm. In one place they saw how a rural district council election is conducted.

Latterly the party has been in Scotland where the itinerary included Edinburgh, Glasgow and attendance at agricultural shows, school sports and Highland gatherings. The officials return home on July 14.

Members of the Commonwealth Legion of Frontiersmen stand with the Book of Silence at the mid-summer fete in aid of the Commonwealth Society for the Deaf, opened by Mr. John Betjeman in the grounds of Fulham Palace, London. The Book of Silence, which is signed by those contributing to the Society, was presented to Queen Elizabeth on Commonwealth Day this year and was handed back by Her Majesty to the Society to continue its journey. During its tour of a number of cities in England and Wales it has been guarded by the Commonwealth Legion of Frontiersmen

PAKISTAN

For Pakistan the most important question is the raising of the average standard of living. Low living standards will always be the breeding-ground for extreme political ideas. So long as there are multitudes who hardly know where their next meal is coming from, there will be political instability. Pakistan's leaders are aware that living conditions can never be raised much until the results of modern science are applied to industry. They know that every effort must be made to increase the output of fields and factories. Pakistan has accordingly launched its Second Five-Year Plan. It has been realised that political freedom by itself amounts to very little unless there is also freedom from want. Pakistan's economy is completely dependent on world conditions beyond its control. It is at the mercy of world-wide fluctuations in prices of basic commodities. Pakistan's economy is only beginning to be diversified, and therefore extremely vulnerable to price recession. Hence Pakistan feels greatly the need to stabilise the price levels of primary commodities.

It so happens that since the last war the gap between the nations that are developed technologically and those that are not has widened. The politics of underdeveloped countries are dominated by the need to improve the lot of the common man—and the outcome of the cold war may well depend on whether that is done or not. Pakistan is therefore immensely concerned in any plan for increasing international trade and international development. It is clear that the nations ought to get together more to improve trade, and the financing of technical aid. But their readiness to do that depends on goodwill.

Everyone now recognises that trade plays a vital part in the expansion of the economics of underdeveloped countries. That being so, Pakistan's concern over Europe's future trading arrangements is obvious. Friendly members of the Commonwealth cannot but wish an increase in the United Kingdom's prosperity. For that reason Pakistan would not oppose an understanding with the Six being arrived at, if the United Kingdom felt that this would promote her economic interests. At the same time, Pakistan does not favour the entry of the United Kingdom in the Six if it is undertaken without making suitable arrangements for the trade of Commonwealth countries. This is a very involved and complicated question. Nevertheless, outlines of a solution are visible, and such solutions ought to be attempted.

In this context, Pakistan feels, some people need to be reminded of the United Kingdom's own economic—as distinct from political—interests. About half of the United Kingdom's exports go to the Commonwealth, compared with a sixth to the Six and about one-tenth to the E.F.T.A. powers. Commonwealth trade provides the bulk of the United Kingdom's invisible earnings, such as charges for freight, insurance, banking and other facilities; while much of her trade with other countries is carried in foreign ships, financed by foreign banks and insured with foreign countries.

MALAYA

The South-East Asia Commonwealth Cable Conference is being held at present in Kuala Lumpur. It was formally opened by Tunku Abdul Rahman Putra Al-Haj, the Prime Minister of Malaya, last week and will end on July 12. Eight countries are participating: Canada, Ceylon, India, Malaya, New Zealand, Pakistan, Singapore and the United Kingdom. The chairman is Dato V. T. Sambanthan, the Malayan Minister of Works, Posts and Telegraphs. The purpose of the meeting is to plan the section of the Commonwealth telephone cable connecting New Zealand and Australia with South-East Asia.

The idea of a round-the-world telephone cable linking all Commonwealth countries was first discussed at the Commonwealth Telecommunications Conference in London in May 1958. Each Commonwealth country was represented. It was agreed that modern technical developments, particularly the new type of lightweight undersea cable capable of carrying large numbers of telephone channels, made a round-the-world Commonwealth service a feasible proposition. It was proposed the cable should be laid from Britain across the Atlantic to Canada. From there is should go to Fiji, Auckland and Sydney. From Western Australia it should run under the Indian Ocean to Africa and from there back to the United Kingdom.

The Atlantic section—the first in the project—is being laid this year. The second link will be the Auckland-Sydney section to be followed by the Vancouver-Auckland section. H.M.T.S. *Monarch*, the largest cable ship in the world, is being used to lay the undersea line.

President Nkrumah talks with Chief Obafemi Awolowo, Leader of the Opposition in the Nigerian House of Representatives, aboard *Pra River* in Tema Harbour, Ghana. The ship had arrived from the Netherlands where she was built for Ghana Black Star Line

WEALTH

East African study tour of Britain; Pakistan and the Common Market; the Commonwealth telephone cable; a survey of Sierra Leone

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Mr. George Drew (left), the High Commissioner for Canada in the U.K., and Mr. Nathanael V. Davis, President of Aluminium Limited of Canada (Alcan), stand by the new teleprinters in the company's offices in London. They are examining the tape of a message sent by Mr. Davis to Mr. George Hees, the Canadian Minister of Trade and Commerce, in Ottawa. The message inaugurated one of the most comprehensive privately-operated teleprinter systems in the industrial world. It links Britain, Canada and the U.S.A. through 3,000 miles of transatlantic cable

SIERRA LEONE

The United Kingdom Government has offered under Technical Assistance arrangements to help pay the costs of a geodetic survey of Sierra Leone and of the preparation and printing of maps. The project is expected to take about five years to complete and will cost £332,500, of which the United Kingdom's share will be £296,500.

Britain is to pay all the costs of the first year's work, £66,500. In succeeding years she will contribute £57,500 a year and Sierra Leone will pay the remaining sum. Aerial photography of the country—which is an integral part of the project—was largely completed before independence and was paid for out of Colonial Development and Welfare Funds.

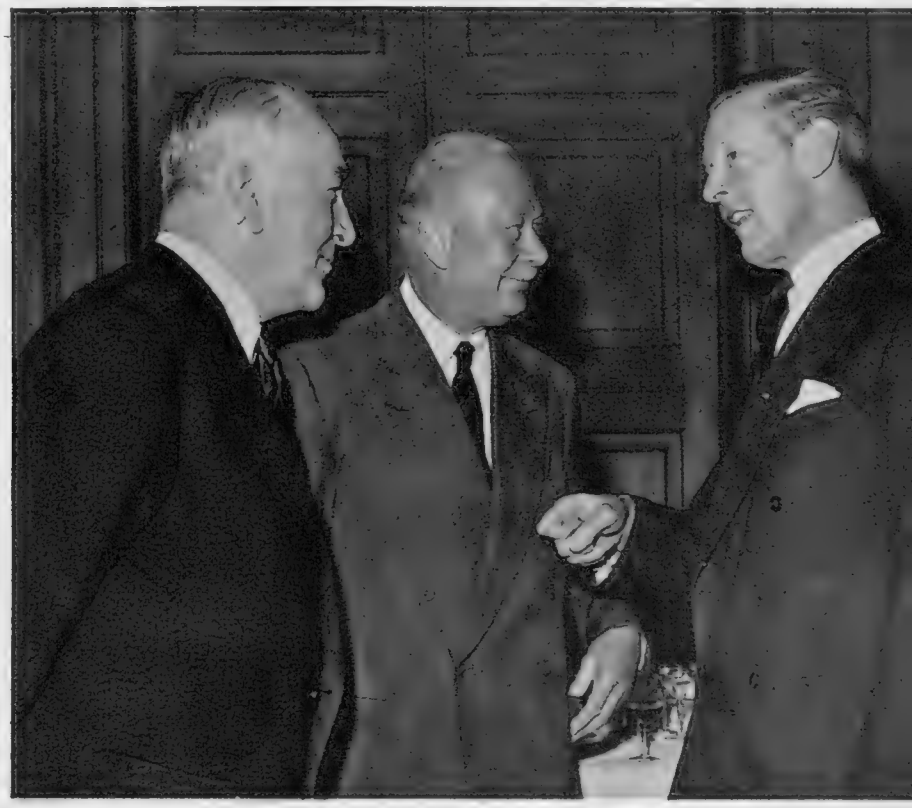
Book Review

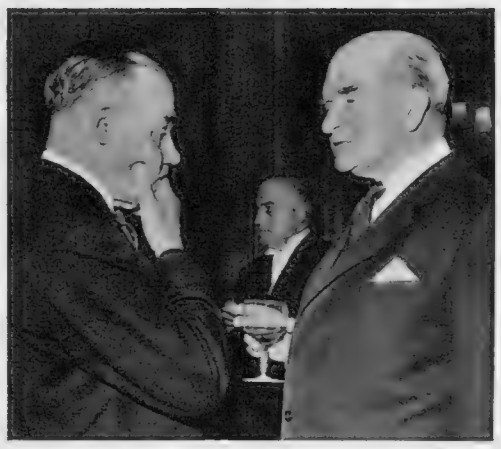
KWAME NKRUMAH'S IDEOLOGY

President Kwame Nkrumah is one of the most striking personalities to have emerged in the new Africa of independent states. His actions and statements are frequently in the news and his intentions may not always be properly understood. His book, I SPEAK OF FREEDOM (Heinemann. 25s.), should help to clear away such misunderstandings. It has the sub-title "A Statement of African Ideology" and consists of selections from his speeches linked by a personal narrative. Taken together, they are an autobiography and a declaration of beliefs.

He begins with his return to Ghana (Gold Coast, as it then was) in 1947 after twelve years in America and Britain, and takes us through the events in which he established himself as his country's leading political figure. In 1957 when Ghana became independent he was the first Prime Minister and last year when the State voted to be a republic, Dr. Nkrumah was elected its first President. He explains why he considers the Ghanaian head of State should be the head of Government as well.

In 1958, in a speech to the National Assembly, he outlined his doctrine of positive neutrality in international affairs—that is, a policy of no commitments with any particular power or political bloc. Indeed, Ghana is also economically neutral. For instance, a balance is kept by purchasing ships and aircraft from a variety of countries. Dr. Nkrumah admits that Africa is his overriding concern in foreign policy. The African personality, as he calls it, is evolving in independent Africa and has a vital part to play in world affairs. His great vision is of a Federal Union of African States. One may question whether all his fellow-Africans share this vision, but none will doubt the sincerity or the importance of President Nkrumah's beliefs. The book is dedicated to the late Patrice Lumumba. The penultimate chapter deals with Ghana's attitude towards the Congo problem. **C. D.**





From left are Sir Eric Harrison, the Australian High Commissioner in London; the Duke of Gloucester; and Viscount De L'Isle, the Governor-General Designate of Australia, at the luncheon given in London in honour of Viscount De L'Isle by the Australia Club. The Duke of Gloucester is president of the club. **Left:** At the luncheon, Field-Marshal Slim (right), a former Governor-General of Australia talks to General Sir John Northcott

Members of Sierra Leone's Women's Police Force are on a training march near Freetown. They are entering for the four-day march in the Netherlands at the end of this month. Assistant Superintendent Alice Lusher, who was formerly a sergeant in the Metropolitan Police Force in London, will lead the Sierra Leonean contingent

The Archbishop of Canterbury stands beneath the canopy of his archiepiscopal throne during his enthronement in the choir by the Archdeacon of Canterbury, at the right of the throne. **Below:** Preceded by the Primatial Cross, Dr. Ramsey walks in procession from the Archbishop's residence, the Old Palace, to the Cathedral Church of Christ, Canterbury

ENTHRONEMENT

In solemn splendour Dr. A. M. Ramsey was duly inducted, installed and enthroned as the 100th Archbishop of Canterbury and as Primate of All England. In the ten processions preceding him into Canterbury Cathedral were representatives of Church and State. Among them were bishops of the Anglican Communion overseas and dignitaries of the Church of Scotland, the Free Churches, the Lutheran Reformed Church and the Armenian, Russian Orthodox and Old Catholic Churches.

After taking the oath "to protect the rights and liberties of this Cathedral" on the precious sixth-century Canterbury Gospels, the Archbishop went through two ceremonies of enthronement. First he was enthroned in the Choir on his archiepiscopal throne by the Archdeacon of Canterbury, the Ven. A. Sargent. Then he proceeded to the entrance to the choir and at the top of the steps was enthroned by the Dean, Dr. Hewlett Johnson, into the archbishopric with all its metropolitical rights, dignities, honours, privileges and appurtenances. A fanfare of trumpets sounded and a Te Deum specially composed by the Cathedral organist, Dr. Sydney Campbell, was sung. In his sermon the Archbishop spoke of the need for Christian unity.

Seated in the ancient Chair of St. Augustine at the entrance to the Choir, the Archbishop has the Dean of Canterbury on his right.
Below: The Archbishop holds his Primatial Cross outside the Cathedral as he blesses the city, diocese and province of Canterbury

BRIAN VESEY-FITZGERALD

GONE FISHING

The other day I caught a fish. It was the only one I caught all day, and it was not big. In fact, it was so small I returned it to the water. Then, for the first time in my life, I wondered why I fished. I can't remember when I started: it is so long ago. It was certainly when I was a very small boy; six years old or so. Maybe you wouldn't call it fishing. I did not start with a stick and a bit of string and a bent pin, which seems to be the traditional method not only in Britain but all over the world.

I had a very strong bit of string and big, black-enamelled hooks, about the size of the things you have in wardrobes for hanging coats on. I used to tie these hooks on to the string and bait them with the largest worms I could find in the garden, a great bunch of worms to each hook. In the evening I would go down to the stream and throw them in, three lines of an evening, perhaps, and tie them to the roots of a tree where the bank overhung and no one could see them. In the morning, as early as possible, I would hurry down and pull the lines in, excitement at fever-pitch. More often than not they just hung limp in the water. Sometimes the worms had gone and the hooks were bare.

At other times there would be a taut line, pulled out into mid-stream. I would draw it in very carefully and anxiously, terrified lest the line would break, my heart thumping like mad. Occasionally there would be a small trout, and it would struggle as it took the air. It needed very careful handling to get it to the bank. But, mostly, I caught eels: and some of them were big and fought hard. A big eel is astonishingly strong for a small boy when it is on the end of a piece of wet string. You could not call that fishing, I suppose. But two things have sprung from those childish excursions. I have a taste for eels: to this day I would much rather eat eel than salmon. And I have been a fisherman, passionate, fanatical, for more than fifty years.

That does not mean to say that I am good. All fishermen, it is said, are liars. Don Marquis described fishing as " a delusion entirely surrounded by liars in old clothes." Well, here I am, telling the truth. I am not a good fisherman. Mind you, I have not always told the truth. Eugene Field, a nineteenth-century American poet, talking about a friend of his who was a fisherman, once said, " The biggest fish he ever caught were those that got away." I have been through that, too. I have caught a good many in my time—in all that time you are bound to do so—and some quite big ones, too. But, oh, the ones that have got away! Yes, I have been through that stage.

When I began to fish seriously—I was about twelve, I should say—what mattered was catching fish: the more the better. What I wanted to do was to pull them out of the water, kill them. A blank day, a day on which I did not catch a fish, was a terrible and shame-making day; the day you became a liar, too: for there was always a huge one that got away. That is the sporting stage. Everyone, who is really keen on fishing, goes through it. You grow out of it, more or less, and into what is, for want of a better term, the scientific stage.

You haunt the tackle-shops: you buy rods and reels, all sorts of different lines, every conceivable fly under the sun, gadget after gadget. You are always trying something new: and really all you are doing is making fishing more complicated. It becomes not a matter of catching fish, but of catching them in some particular way. It becomes a disease with some men. They never grow out of it, get more and more hoity-toity about it, talking about fishing not as a sport but as an art, with a huge capital A.

I went through that, too. It started when I was about eighteen and ended, thank heaven, when I was twenty-four, because I got married and there was no money for fancy flies and the like. The best thing that ever happened to me, getting married, taught me what fishing really is. It is not just a matter of catching fish; though that is always gratifying. It is not a matter of paying vast sums of money to fish a few yards of some very special salmon or trout river. You can get just as much satisfaction—fun, if you like—out of a field pond. It 's not a matter of going somewhere new because you are likely to be more successful (a phase most fishermen go through): there is no point, as Mark Twain said, in walking five miles to fish when you can depend upon being just as unsuccessful near home. It is . . . well, do you know, I do not know what it is. I just know that I cannot stop.

It has certainly nothing to do with catching fish any more. I like catching them: but a blank day no longer bothers me in the least. I have still spent a day fishing and I have been happy every moment of it. Fish, I think, have a great deal to do with this: they teach you that you are not so clever after all, cut you down to size. Once you have accepted the fact that you are only you (and not so hot at that), you start being happy. Fishing is not just a sport, and it is not an art. It is a philosophy, a way of life: an escape from life, if you like.

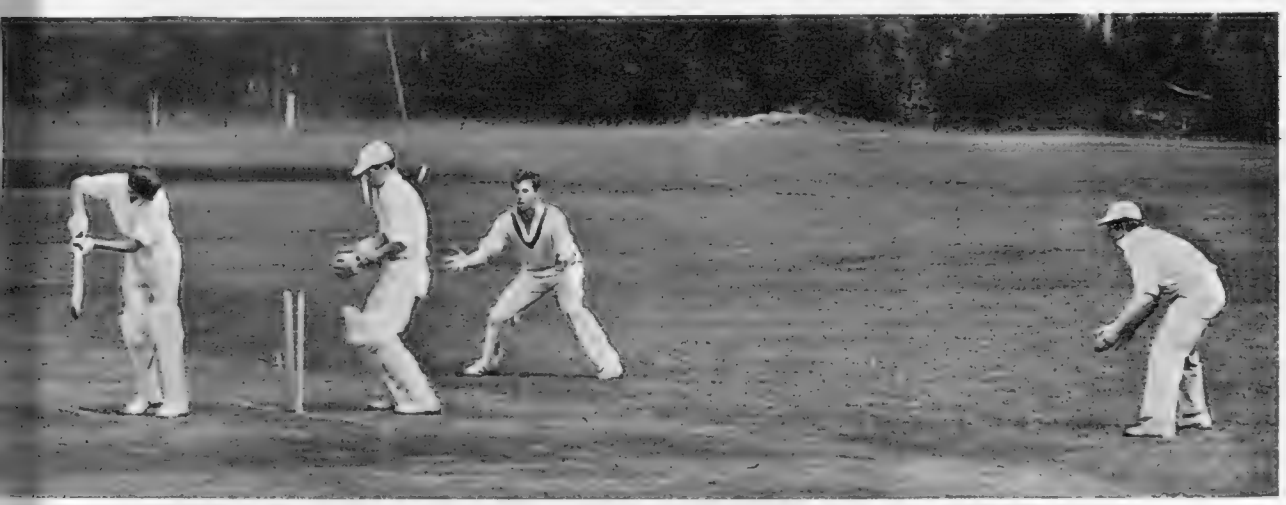
It is a solitary pastime. You are by yourself, in solitude, in unfrequented places. It does not matter where—on the seashore, on a quayside, by a lake, by a mountain stream, by a field pond; it does not matter whether you are casting a fly or watching a float. What matters is that you are alone, at peace. Just you and your tackle, and fat bacon sandwiches and a bottle (or two) of beer: and for company, the birds. A kingfisher perching for a moment on your rod (which happened to me once years ago, but I can see every brilliant feather on that bird now). The rooks going home in the pale December twilight. The chatter of the breeze in the reeds, the whisper of it in the willows, the hum of insects, the shrill warfare of gnats: I enjoy even that, for gnats do not like me or, maybe, my tobacco.

You can be a great poet if you are a fisherman: that is, until you come to write down your thoughts. But, for myself, I do not even think, except about fish every now and again: I just sit. Happy to be out of the world for a day. Yes, an escape. But it is not just that. It is much, much more. Fishing is like a happy marriage: the first burning passion passing into a long, lovely, tranquil contentment.

The St. John's, Leatherhead, team in their game with Cranleigh

The Cranleigh eleven go out to field. St. John's won the match by 161 runs

A sweep to leg by R. L. Martin (St. John's). His score of 60 was the highest of the day



J. K. Jackson (St. John's) is bowled by A. G. Grisewood for 5

PUBLIC SCHOOLS CRICKET

CRANLEIGH v. ST. JOHN'S

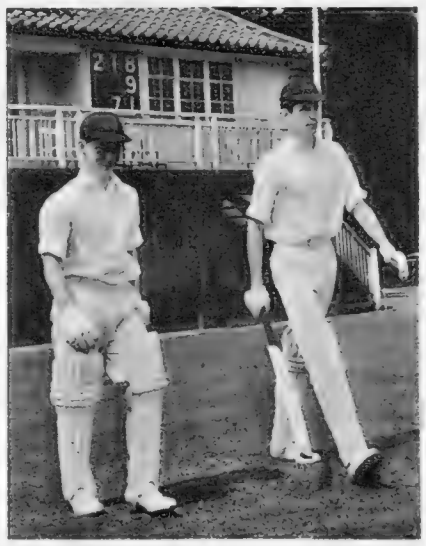
St. John's, Leatherhead, entered their match with Cranleigh on June 15 with a confidence derived from having won five of their previous six games this season. The match was played at Cranleigh School, whose eleven, lacking in experience, had not had such a good season to date.

St. John's batted first in sunny weather. With the score at five P. G. Lewis was given out l.b.w. However, it was not until the score had reached 96 that a second wicket fell, A. J. Parkinson being bowled by I. E. Cotton for 41. By lunch St. John's had scored 134 for three.

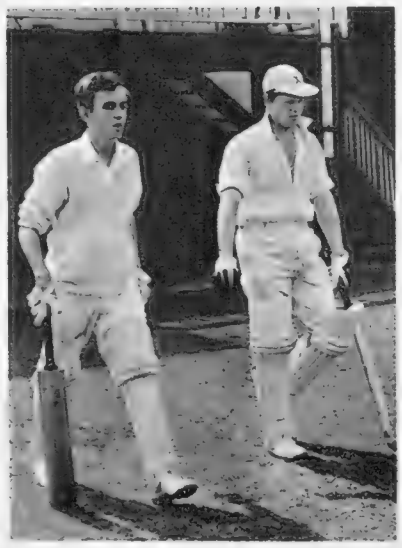
After lunch Cranleigh's bowling was more successful and they were able to dismiss the visitors for 221 by mid-afternoon. R. L. Martin made 60 and L. A. Willett 45. A. G. Grisewood took two for 28, D. M. Whalley, the captain, two for 31 and R. V. E. Grieve three for 65.

On a fast wicket Cranleigh soon found themselves in difficulties. In the twenty minutes before tea they lost three men for only 5 runs. The situation did not improve after the interval; the batsmen were hesitant and fell prey to hostile bowling by P. G. Lewis and J. K. Jackson. In spite of a resolute innings of 34 by R. H. Pullinger, Cranleigh were all out by half-past five for a total of 60. D. E. Thomas, St. John's captain, took three for 8; J. K. Jackson two for 10; and P. G. Lewis three for 21.

St. John's slip-fielders and wicket-keeper, T. E. A. Gibbon, fail to stop a shot



St. John's opening pair, A. J. Parkinson (left) and P. G. Lewis, go out to bat



H. A. Coulson (left) and A. M. G. Stratton, who opened for Cranleigh

Right: R. V. E. Grieve bowling for Cranleigh. He took three wickets for 65

GABOR DENES

YACHTING

In the world of offshore and passage racing most of the limelight first falls deservedly on the R.O.R.C. events, and next on the activities of the clubs at Cowes and other Solent ports. We do not hear nearly enough about the many offshore races which take place on the East Coast, and are remarkably well supported. The East Anglian Offshore Racing Association (E.A.O.R.A.) is responsible for the organisation of such events for the ocean racing and cruising yachts of the clubs on the coast between Lowestoft and Dover. Last season craft from fifteen clubs competed, and the inter-club points cup was won by the Royal Burnham Y.C. with the West Mersea Y.C. runner-up. This is the twelfth year of competition for this cup and the individual Championship Trophy, held as a result of her performance last season by the Stella class boat *Starlight of Mersea*.

About a dozen races are included in each season's programme over courses ranging from 50 to 90 miles. Most of the races start at Burnham-on-Crouch, but there are others from the Medway, the Blackwater, Harwich, Dover, and one from Lowestoft to bring the boats down to Harwich for the annual R.O.R.C. North Sea Race. The longest race is from West Mersea to Ostend near the end of the season. The shorter races with courses of about 50 miles are started in the morning and finish before dark, but the longer ones involve night sailing. Entries are growing every year, the number of contestants varying between thirty and fifty.

Last year Maurice Laing's *Vashti* (11 tons) was the individual winner of Class II on points for the third year running. (The racing fleet is divided into three classes according to rating, similarly to R.O.R.C. races.) But she could not beat the Stella class *Starlight of Mersea* for the overall championship; the latter took part in eleven races and won seven. A fortnight ago I mentioned, in connection with the Admiral's Cup, A. E. Bird's new Holman-designed 15-ton yawl *Springtime*. She has been leading in Class I in most races this season. Another interesting new boat in the fleet is the 13-ton *Glass Slipper*, said to be the largest glass-plastic sailing boat so far built in Britain. Some of the most consistent winners in the fleet are *Vashti*, *Jabula*, and the new *Vae Victis*, the Saxon class 10-tonners designed by Alan Buchanan. *Evenlode*, the late Chris Ratsey's lovely sloop, has been sold to the East Coast, where she is raced by her new owner, H. V. L. Hall. Another boat, formerly based in the Solent, Alan W. Pipe's Robert Clark-designed *Tyrella*, has also raced regularly in E.A.O.R.A. events during the last two seasons.

In this year's exceptionally hard North Sea Race (220 miles) at Whitsun several East Coast boats did well against tough competition from the flower of the whole R.O.R.C. fleet as well as some Dutch and German entries. *Springtime* was second and *Golden Dragon* (G. A. Blake) third in Class I, which was won by *Myth of Malham*. In Class III, won by *Hestia*, the Dutch entry, *Jabula* (J. Boardman and W. Gough Cooper) was third and *Vashti* (J. M. Laing) fifth. The toughness of this race is demonstrated by the fact that out of eighty-one starters thirty-seven retired, mostly due to crew fatigue or sickness on the long beat from the West Hinder to Smith's Knoll against winds of Force 5 to 6. The smaller boats were fighting it out to windward for as long as 33 hours on this beat, while three boats were dismasted. The smallest boat in the race, Leslie Dyball's *Mako of Burnham*, was the last but one to finish.

The sloop *Evenlode* is raced regularly on the East Coast by her new owner, H. V. L. Hall

Yachts race in a stiff breeze in the event for International 8-metres in the International Clyde Fortnight. The race was won by *Feolinn* 17 (Mr. and Mrs. F. J. and J. G. Henderson)

A general view of the course at Weston-super-Mare. The links lie between the seashore and Uphill Road, seen in the background

Mr. J. H. Stevens, the club President, watched by Mr. D. G. Hood-Wright, the club secretary; and Mr. W. E. Woodman, the captain

BRITAIN'S GREAT GOLF CLUBS

WESTON-SUPER-MARE

Mrs. Edith Stevens, the wife of the club President, on the 18th green

Next in this series will be Little Aston Golf Club in the issue of July 15

Among the resorts providing the golfer with an attractive course and a seaside holiday is Weston-super-Mare. The club is situated on the outskirts of the town on the edge of the Bristol Channel facing the Welsh hills. Tom Dunn, a well-known professional of the time, was asked to lay out the original course in 1892. It consisted of eighteen holes for men and a separate nine holes for women. His fee was four pounds, including expenses.

The present course, however, was laid out after the First World War by Dr. Alistair Mackenzie. It is 6,230 yards long, S.S.S. being 72, and is in two loops, one of ten holes and one of eight. A distinctive feature at Weston, besides the sandhills usual at seaside courses, is the buckthorn, roots of which have been used on several courses in Britain. The clubhouse, built in 1905, has been modernised and affords views out to sea and over the resort with its long promenade. The course has nine holes over 400 yards in length. There are water ditches at the 12th and 13th holes. The 14th is very short, only 126 yards long, and demands the most accurate tee-shots. The 15th at Weston, 455 yards long, is similar to the famous 17th, the Road Hole, at St. Andrews. It also has a green with a bunker set into the left corner. The Professional is B. W. Spanner.

Wing-Commander R. A. Laband, Flight-Lieutenant V. McNabney, Flight-Lieutenant S. W. Winks, and Wing-Commander T. Balmforth

Squadron-Leader K. Josling putts on the 14th green. His wife holds the pin. In the background is Uphill Church, a local landmark on the edge of the cliffs

TRAVEL

BY BUS ROUND EUROPE

By GORDON COOPER

In this survey I am mainly concerned with companies operating regular services across international frontiers. While most of the companies (or their subsidiaries) operate inclusive tours it is perfectly feasible to plan your own itinerary. Many people, I feel, will prefer to travel "on their own," thus allowing time for stop-overs in towns of interest.

Two companies dominate the European bus scene: Europabus and Linjebuss. The former is operated by the European railways, while Linjebuss is a privately-owned company. It may be said that the greatest concentration of services is to be found in a nucleus of routes encompassing northern Italy, the Riviera and the southern Alps. This knot is linked with various route centres: Paris, Frankfurt-on-Main, Vienna, Brussels, Hamburg and the Scandinavian capitals. The purpose of this arrangement is self-evident. It is to provide access to the popular Mediterranean resorts and the towns of the Po valley for people from northern and north-western Europe. At the same time, it is possible to plan a journey that extends from Algeciras in the south-west, to Stockholm and Oslo in the extreme north.

For British travellers, there are connecting services between London and the Continent, either by coach or train and sea, or by coach/air service via Lympne and Beauvais, if the main connection is for southern or central Europe. For those who wish to reach Scandinavia and Germany the initial trip is to Amsterdam reached either by sea or air.

The regular nature of these services means that you can travel part of the way by bus and then link up with a rail, air or sea trip, with endless variations. Both the companies I have named operate modern coaches, with comfortable, reclining seats and are equipped with radio, loudspeaker system, pantry and, in most cases, toilet facilities. Each coach has its own hostess to serve you refreshments, handle all details of meals and hotel accommodation and provide welcome assistance with customs and passport control at the frontiers.

There is one difference between the Europabus and Linjebuss. With the former concern you can book simply for your transportation, although, if desired, arrangements for meals and hotel rooms can be made in advance through your travel agent. With Linjebuss the fare is inclusive of these two items, also providing, without extra cost, sightseeing tours and calls by the coach at your hotel.

In addition to the international services many countries offer opportunities for long-distance tours by local companies. Top place must be given to Italy's CIAT, which offers some remarkable and outstanding inclusive tours around the various Italian art cities, as well as a fascinating circular itinerary of Sicily (but only in the cool-weather months). I would recommend this company for the finest service and value in the continental field.

There is the semi-official Spanish Government agency, A.T.E.S.A., which offers a number of all-inclusive *de luxe* tours, including a Round-Spain sixteen-day excursion (San Sebastian-Madrid-Seville-Cadiz-Algeciras Valencia-Barcelona); but prices seem designed mainly for Americans, and sometimes there is disorganisation during the trip. You need not, however, book for the full journey, although passengers who do so get preference.

It is not easy to give advice about France, although quite a number of round tours are available, many of them run by the French Railways. Worth noting is that while you can travel from Paris to Nice by motor-coach, there are no direct links with the Channel ports, except from Ostend by Europabus. Incidentally, there is the choice of various routes from Paris, so you can travel out one way, returning by another. A most delightful self-conducted holiday could be spent on such a round itinerary. One recommendation would be to arrange a night (or longer) stop at Champagnole in the Jura, for there is no pleasanter hotel in France than the reasonably priced Ripotot.

In Germany, in addition to the Europabus and Linjebuss services, there are regular motor-coach services maintained by the German Federal Railways, the German Post Office, etc. By this means you can travel through the Black Forest, along the Bavarian and Allgau Alps between Lindau and Berchtesgaden. This could be combined with a trip on the "Romantic Road"—between Würzburg and Füssen, calling at Rothenburg, Dinkelsbühl, and Augsburg. Particulars from the German Tourist Information Bureau (61, Conduit Street, W.1).

Yugoslavia would be an interesting country to explore by bus, but except in the northern part the roads are pretty tough. Only recently I made the journey from Dubrovnik to Skopje—a highly picturesque journey. Greece, too, has its joint pool of bus-owners (K.T.E.L.) whose semi-pullman buses travel from Athens to many beauty spots in Attica. In addition, there are organised tours (inclusive of hotel accommodation and meals) which take you, with an English-speaking guide, to the places of archæological interest. The enthusiast may find, however, that not sufficient time is allowed for proper inspection of the sites.

Finally, Norway offers a very unusual bus trip along the Arctic Highway, linking Bödo with Kirkenes, close to the Russian frontier—a distance of about 900 miles, and occupying four days for the journey.

Belgian Railways (167, Regent Street, W.1) are agents for Europabus. The London agency for Linjebuss is Brinor Travel Service (Marlow House, Lloyds Avenue, E.C.3).

Two tourist buses travel up a narrow road in the south of Serbia in Yugoslavia

HINTS ON CHARTERING AIRCRAFT AND OTHER NEWS

One of the difficulties of chartering aircraft for party travel is having to face the cost of an empty return flight, unless the party is returning immediately. If, however, you can pick up an empty one-way flight from a scheduled operator, and fit in the return journey on the same basis, the costs should be considerably reduced. A list of such empty legs is available from Cunard Eagle Airways Limited. There are west-bound as well as east-bound journeys across the Atlantic by 111-seater Britannias, or 88-seater D.C.6s. For Europe the list is longer, covering journeys as varied as from London to Amsterdam to Perpignan to London. Although there is a tendency for such empty legs to be outward rather than inward, suitable return flights could no doubt be arranged since aircraft can be diverted if required.

There is now a direct non-stop air service by Ghana Airlines, between Accra and London. This weekly flight by Britannias leaves London in the evening at 9.30 p.m. and arrives at Accra at 5.30 a.m. the following morning. The return service is by day, leaving Accra at 10.30 a.m. and arriving in London at 9.50 p.m. the same day.

T.W.A. have introduced a new luxury service across the Atlantic to New York, called the Royal Ambassador. Special features include a hostess to every ten travellers, a seven-course dinner, complete with caviar carts and hot *hors d'œuvre* with cocktails beforehand. Needless to say, champagne and other wines will be provided with the meal and in case travellers still feel peckish, snacks can be obtained at other times during the flight. Other gimmicks include birthday cakes, navigation games with champagne prizes, photographs in flight, and a film show with sound-track, picked up on individual headphones.

A new liner-ferryboat, the *Hermes*, has just begun a service between Venice and Piræus, Rhodes, Cyprus and Haifa. It is a comfortable size, weighing 5,500 tons and can carry 120 cars.

The new film on British gardens just produced by the British Holidays and Travel Association is a reminder that the M.S. *Meteor* will make a Gardens Cruise next year, from Southampton, on Thursday, May 3, 1962. Gardens in Cornwall and the Scilly Isles will be visited as well as some in Ireland, the Isle of Man and the Inner Hebrides. Two similar cruises will be run by the National Trust for Scotland in 1962.

The demand for holidays in Tangier and southern Spain has been high this season, so British United Airways are operating extra flights to Gibraltar for the three months, from July 28.

The successful Mediterranean Air Cruise on a B.O.A.C. Britannia, calling at Tangier, Tripoli, Cairo, Beirut, Athens and Rome, is to be repeated next year, leaving on Saturdays, January 20, February 10 and March 3, returning on the following Saturday weeks. The inclusive charge of 245 guineas includes accommodation as well as an extensive programme of sightseeing drives.

W. D. C. C.

A section of a frieze of a group on the ceiling of the Hamilton Hall

LONDON DINING-ROOMS

GREAT EASTERN HOTEL

Drawings by

Geoffrey S. Fletcher

The ornate pier-glass above the fireplace in the Hamilton Hall of the Great Eastern Hotel at Liverpool Street

"The Great Eastern Hotel, which was re-opened last Saturday night, is a conspicuous example of the new idea of what a hotel should be." Thus reported *The Graphic* (now incorporated in *The Sphere*) on December 7, 1901. Very imposing additions had been made to the late nineteenth-century buildings. The new parts were the Abercorn Rooms. The Great Eastern Railway Company, owners of the hotel, entertained the Press to dinner. All the "Knights of the Pencil," as one of their number termed the profession, made special mention of the ballroom, the Hamilton Hall. In design it had been copied from an apartment in the eighteenth-century Palais Soubise in Paris and the greatest care had been taken to reproduce every detail. Even the paintings on the walls were faithful copies of works by Boucher and other artists. Some 100 ft. long, 42 ft. wide and 25 ft. high, the Hall has changed hardly at all in sixty years. To-day it is used as a public restaurant as well as a ballroom. One can have had many meals there and still find fresh aspects to admire. The Hall was named after Lord Claud Hamilton, Chairman of the G.E.R. in 1901. He was credited with having suggested the plans for the entire set of Abercorn Rooms. The design and decorations in each one are precisely copied from some particular period of architecture. The total effect is of the lush well-being and comfort of the late Victorians and Edwardians. The British Transport Commission bestow as much attention on preserving this as the previous owners.

BOOKS

MAUGHAM THE PROFESSIONAL

Views of literature; John Steinbeck's new novel and other fiction

"I know just where I stand; in the very front row of the second-raters."—Mr. Somerset Maugham's judgment of his own position is one which may well come in for revaluation. Now eighty-seven, he is reputedly still writing for posthumous publication. Richard Cordell's biographical and critical study, simply titled SOMERSET MAUGHAM (Heinemann. 25s.), is a clear account of his career. Despite Maugham's antipathy to researchers into his past, Mr. Cordell has managed to assemble his material into a readable and informative narrative. The account is more biographical than critical, but Mr. Cordell well conveys his own enthusiasm for Maugham. He charts the writer's career through childhood in Paris, schooldays in England, and medical studentship at St. Thomas's in London, and then through the long series of successes and the constant travel all over the world. The reader gets a strong feeling of Maugham's professionalism as a writer—the constant striving to better his talent —and the all-pervading pleasure of discovering new places.

Any biography of Somerset Maugham raises two points with regard to the profession of novelist, a craft about which Maugham has never feared to speak pungently. The lesser is the question of the *roman à clef*—how far is a novelist justified in putting down without concealment what he has seen and heard? Maugham has often been accused of pillorying people in his novels. *Cakes and Ale* caused a furore when it first appeared, with its supposed satire on Hardy and Hugh Walpole. Richard Cordell settles for the conclusion that there was some justification for Hugh Walpole at any rate feeling that he was being attacked. But certainly in Maugham's best work, the material he used for his novels and short stories is transformed by his sheer professionalism into more than reportage. This brings me to my second point. Maugham's chief merit is his ability to tell a story. It is on this that he based his assessment of himself and it is by this ability that he has won his millions of readers. The slightly acrid, sardonic set of attitudes out of which the stories are told appear to be no more than flavouring.

Because it is difficult to abstract any moral or social criteria, Maugham is often denigrated. Literary criticism, to the disenchanted reader, appears over any period of time to oscillate between the æsthetic and the moralistic. At the moment, there is a bias in favour of the latter. John Mander's THE WRITER AND COMMITMENT (Secker and Warburg. 25s.) is a vigorous reappraisal of some leading figures of the last decades from a socialist standpoint. He tries to make commitment a descriptive word meaning roughly the artist's basic moral concern. But, in fact, he attacks from the position that any commitment is towards socialism. From this stronghold Mr. Mander is able to offer invigorating comment about George Orwell, Angus Wilson, Arthur Miller, Arnold Wesker and others. There is a long section entitled "Must we Burn Auden?" in which he comes to the conclusion that the best of the poet's work is contained in the early book *Look, Stranger!*

But Mr. Mander perhaps underestimates Auden's ability to extend the range of poetic subject matter. Auden is a professional poet in the sense that Dryden is. His poetry for the public occasion has at times surpassed the occasional. One such is *In Memory of Sigmund Freud*, which sets this key figure of our time in the context of "a world he changed simply by looking back with no false regrets."

RUDOLF NUREYEV, the Soviet dancer who left the Kirov Ballet to seek asylum in France, dances in Paris for the first time as a soloist with a Western company—the International Ballet of the Marquis de Cuevas. He received an ovation after his performance in *The Sleeping Beauty*

The poem is quoted in A BOOK OF SCIENCE VERSE (Macmillan. 21s.), edited by W. Eastwood, Vice-Principal of Reading Technical College, who has given the anthology the awe-inspiring subtitle of *The Poetic Relations of Science and Technology*. The editor poses the question—How can science and technology be regarded as unpoetic? His answer is a wide selection of poems, ranging from Lucretius on Atomic Theory to Patric Dickinson on Jodrell Bank. My own view is that the anthology proves no more than that all experience is material for the poet, but that the difficulties of understanding modern technology are the difficulties of communication and language and that to understand needs an education essentially different from that most poets and their readers have.

The first of this week's novels is by another essentially professional novelist, John Steinbeck. It is called THE WINTER OF OUR DISCONTENT (Heinemann. 18s.). The hero, Ethan Allen Hawley, lives in a small New England town, once a prosperous port. His family used to be rich, but he is a grocery clerk, happily in love with his wife, and with two children. Social pressures drive him to try to be a success—in American terms, to make money. By a series of unexpected steps he sets out to gain wealth, endeavouring to stifle his conscience on the way. The denouement underlines Mr. Steinbeck's attack

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WORLD FAITHS

Further volumes in a History of Religion

Students of comparative religion have every reason to be impressed with the volumes so far published in the important series on the History of Religion under the general editorship of E. O. James, of the University of London. Mr. James has himself written the volume of *The Ancient Gods*, and now comes R. C. Zaehner's THE DAWN AND TWILIGHT OF ZOROASTRIANISM, and Nicolas Zernov's EASTERN CHRISTENDOM. Mr. Zaehner's book is divided into two parts, the first describing the message of the Prophet Zoroaster, his proclamation in a pagan society of one true God who is just and good and rewards and punishes men in accordance with their deeds. This period coincided with the Achæmenian Empire of Cyrus, Darius and Xerxes. The second part is devoted to the schisms and sects of the Sassanian period. Running through this faith like a golden thread has been a wholehearted acceptance of the world as beneficent, in contrast to so much other thinking in East and West alike. Nicolas Zernov's volume on Eastern Christendom follows the careers of the great Orthodox churches across 2,000 years of history; a chequered history, first dominant in Constantinople, pervading all Byzantine civilisation; then stagnant under Muslim dominion; resurgent in Moscow and Kiev, and now scattered by Communism. The author handles his theme with skill and a deep sense of history. Both volumes published by Weidenfeld and Nicolson—*The Dawn and Twilight of Zoroastrianism* at 50s., and *Eastern Christendom* at 40s.

It was Kirkpatric Macmillan, a Scottish blacksmith, who in 1839 took a common-or-garden hobby-horse, that distant ancestor of the bicycle, and gave it treadle propulsion, the treadles driving the rear wheel. In 1842 Macmillan rode his masterpiece into Glasgow, a distance of 40 miles, and was duly stopped by the police. The next half-century saw the gradual stabilisation of bicycle design; but even by 1869 the Michaux Company of Paris had installed an engine by Perreaux on one of their pedal-propelled boneshakers, and there were steam-driven tricycles and bicycles galore before the turn of the century. In VETERAN AND VINTAGE MOTOR CYCLES (Batsford. 30s.) James Sheldon takes us through the history of this exhilarating development, showing in particular the effect of racing on the progress of design. A large range of photographs and drawings illustrate this fascinating chronicle.

In open ocean sailing races Erroll Bruce has proved one of our most successful racing skippers, something of a pioneer, in fact, in the art of driving small yachts hard in conditions which many folk might consider impossibly dangerous. WHEN THE CREW MATTER MOST (Stanley Paul. 21s.) is an account of these experiences in deep water, and they certainly confirm the oft-stated view of that great sailing man Uffa Fox: "Well-cared for equipment will nearly always stand up to heavy seas, it is the men who falter first." Mr. Bruce shows how even the fittest sailors give way to tiredness and exasperation after long spells at the wheel or after constant sail changing.

That delightful film *Trip in a Balloon* has yielded a delightful book of photographs taken by Claude Lamorisse and Alain Duparc in the course of film-making. What a jolly tale this is, with young Pascal and his grandfather soaring above the towns and cities of France and more than once landing with a bump in Auvergne where they caught fire and in the Mediterranean, where Pascal had an unexpected dip. TRIP IN A BALLOON (Allen and Unwin. 12s. 6d.) is not to be missed.

From balloons to rockets, from the slightly crazy world of grandfather and Pascal, to the incredible world of Soviet space exploration. ATLAS OF THE OTHER SIDE OF THE MOON (Pergamon Press. 50s.) has been produced by the Academy of Science of the U.S.S.R. and records the results obtained by Russia's third cosmic rocket which was put into space on October 4, 1959, and in due course placed an automatic interplanetary station into orbit round the moon for the first time in history. The resulting photographs are of historic importance, but they are essentially for the expert scientist and astronomer.

R. C. E.

on materialism. Written from a deliberately good-humoured point of view the novel is a good, summer afternoon read. The cracker-barrel philosophy is never allowed to mar the pace of the narrative.

By contrast James Barlow's TERM OF TRIAL (Hamish Hamilton. 15s.) could hardly be described as cheerful. It is an often moving account of a schoolmaster's experiences in a secondary modern school in a provincial city slum. Wier is married to a woman whom he loves despite his disenchantment with her. His teaching is an endless battle to impose his rule and his life is an endless battle to ignore his belief that he is a coward. One gleam of hope is his friendship with a young pupil, Shirley Taylor, a relationship which he persists in seeing in terms of education and she in terms of love. Her infatuation places Wier in a situation all schoolmasters must dread, but the novelist makes of his story not only a gripping plot but a believable delineation of morality at work. It is one of the best of a spate of novels about teaching.

THE DOUBLE AXE (Gollancz. 18s.), by Lauren R. Stevens, a 21-year-old American, is the first novel presented by the American publishers, Scribners, in commemoration of Maxwell Perkins. As tends to be the way with commemorative novels, it is a little dull and worthy. Set in the backwoods of Maine, it tells the life story of an idealistic farmer with a quality reminiscent of the feeling for the cycle of nature of Thoreau. Not all of the plot is successful but it is written with that professional care often seen in American fiction.

This easily recognised professionalism is again notable in TALE FOR THE BLUEBIRD (Hutchinson. 18s.) by Gerald Weales. It is an exuberant fable of an itinerant layabout in many parts of the U.S. The plot consists of coincidence and the ending is no surprise, but it is painless to digest and amusing in its sidelights.

Jolyon Wimhurst

OLD REBEL

The pleasantest picture of the old rebel Wilfrid Blunt in old age (all passion spent, or nearly all) is for me that painted by Siegfried Sassoon, when the old man turned out in his pony carriage, dressed in a white Bedouin cloak, to show off the Arab stallions to his visitor. Belloc joined them and sang the lovely words of his *Ha'nacker Mill* to give his old friend pleasure. It is an enchanting passage.

In the Memoir of Blunt by his grandson, Lord Lytton, WILFRID SCAWEN BLUNT (Macdonald. 30s.), we gain perhaps a juster and better balanced, but not a happier, idea of that stormy life of political controversy and family quarrels. There is a frankness and lack of inhibition about this family when they write books, which is rare in writers not out to commercialise sensation, and Lord Lytton's use of the archives at his disposal minces no matters and reveals all the truth about Blunt's character and hectic career that can be known until 1972 releases the unpublished diaries. Those already published have told us much. The dispersal of the political fogs of his day and events up to this year of Grace adequately convince us how right, time and again, have proved his minority and unpopular views and warnings.

He was a prophet without honour in his own country, greatly honoured by his illustrious friends as a poet very near to the front rank; as a charming host, courteous to strangers, a man lifted from a former century into the Victorian and Edwardian ages in which he was never at home or at ease. When he treated of political events his historical judgment was always prejudiced by gossip or bias; on books, he was, however, detached, cool and astonishingly shrewd. Lord Lytton brings that out and underlines other qualities of Blunt not likely henceforth to be questioned. It is a valuable, if tragic, memoir.

John Gore

Peter (Robert Stephens) and Monique (Mary Peach) in a scene from Arnold Wesker's play

Raymondo (André Bolton), Paul (Harry Landis) and Mags (Tommy Eytle)

THE KITCHEN

at the Royal Court Theatre

Arnold Wesker's first play, seen briefly last year, has returned for a limited season to the London stage. It is set in the kitchen of a large restaurant and its pattern is that of the working day of the cooks and waitresses as they prepare for the frenetic labours of the lunch hour and then relax in the afternoon lull. The workers are of assorted nationalities and their squabbles, jokes, and idiosyncracies are set against the crisis between the German cook, Peter, and the waitress, Monique, he wants to marry. As in the rest of Arnold Wesker's work, the accumulation of detail is employed to reinforce the general theme of the play.

Below: Waitresses, played by Ida Goldapple, Charlotte Selwyn and Shirley Cameron, and Kevin, one of the cooks (Brian Phelan)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir William Black

The managing director of Associated Commercial Vehicles Limited, and chairman of A.E.C. Limited, Sir William Black has had a long and distinguished career in the motor industry. He is this year's president of the Institute of Road Transport Engineers and is a past president of the Society of Motor Manufacturers and Traders. William Rushton Black was born at Barrow in 1893 and educated at Barrow Secondary and Technical Schools. He was apprenticed at the Barrow works of Vickers Limited in 1908. Vickers then owned the Wolseley car manufacturing concern, a fact which perhaps started his interest in the motor industry. He moved to London in 1920 and by 1934 he had risen to be general manager of Park Royal Vehicles Limited, becoming, in the next year, its managing director. When A.C.V. acquired Park Royal in 1949, Sir William joined the board of the parent company, later becoming chairman of the Group Sales Company. In 1954, when a group of top-level industrialists were approached by the Government to advise on British industry taking over installations in the demilitarised Suez Canal Zone, Sir William, as a result of these talks, became a director of Suez Contractors Limited, and chairman of its vehicles group. In March this year the A.C.V. Group acquired Transport Equipment (Thornycroft) Limited and Sir William was appointed chairman of that company. Among his other appointments, Sir William is chairman of the National Research and Development Corporation, which sponsors various scientific research projects including, for instance, the Hovercraft. He is a Freeman of the City of London and a Liveryman of the Worshipful Company of Coachmakers and Coach Harness Makers. He served for eight years as a J.P. for the Willesden division of Middlesex. Married, with one daughter, Sir William lives at Claygate, in Surrey. His hobbies are gardening and golf

CROSS-CHANNEL AMBITIONS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Probably the longest bridge in the world to-day, if you can call it a bridge, is a causeway that crosses Lake Pontchartrain in Louisiana from New Orleans to Mandeville: it runs nearly 24 miles continuously, largely over water. I have never driven along it, though I have seen it from the air: the drive looks as if it might be an even more boring business than traversing most American parkways. But this road along a "bridge" is only 13 ft. above the water. The bridge that some enthusiasts and civic engineers would like to see built across the English Channel would not be quite as long—say just over 20 miles from near Cap Gris Nez to the South Foreland, just along the coast from Dover; but it would be 12-18 times as high above the water. It would be an immeasurably more complex feat of civil engineering; and on occasion, critics of the project would argue, it might be a considerably more eventful drive.

Nobody has yet taken the idea of a Channel Bridge quite as seriously as many people have taken the idea of a Channel Tunnel; but it cannot to date be said that the British or French Governments show many signs of taking the tunnel project very seriously either. It has occasionally been hazarded that Whitehall has gone slow on the tunnel proposals while it was uncertain about British association with the European Common Market. This could be; and as the French Government is believed to view the project more favourably, a British consent could be an additional gesture if, as is generally believed, our Government is now determined to enter the Common Market provided it can negotiate reasonable terms. But the lengthy delay since the Channel Tunnel Study Group presented its proposals last year has encouraged some of its rivals—particularly the bridge enthusiasts—to compete with it for official support.

So far the only thing crossing the Channel by any new and unconventional route is electric power; the cross-Channel electricity transmission link between the British and French grid systems was brought into operation some weeks ago. This is a line that is unconventional only in being a specially-designed-and-laid transmission link; it is convenient because it joins up two power systems on which the peak loads come at different times, which enables each to transfer power to the other more cheaply than the other could generate its own. In operating any power system, you like to keep your best "thermal" coal or oil stations running on "base load," as continuously as possible. As you bring in less economic stations to generate the extra power taken at peak hours, the cost of the electricity used steadily grows higher; when you switch on a toaster at breakfast on a winter morning, the grid operations room may have to bring in some highly inefficient equipment somewhere in Britain to meet it. If it can call on some power station in France that generates this last unit more cheaply, even allowing for the extra transmission distance, and at peak times in France the same thing happens vice versa, then there is a saving in cost. Laying the cross-Channel power cable presented no really new technical problems; but it has been a useful experience shared by British and French engineering companies.

Arguments for and against transmitting people and freight across the Channel by new means have centred largely on two points—the forecasts of traffic and the method of financing the project. Either a tunnel (of one kind or another) or a bridge would cost a vast sum of money, though not a sum out of all possibility. The means to carry our present volume of traffic, passengers and freight across to Europe exists already: a number of old and new ships and a fleet of aircraft that can carry people and sometimes cars as well. So any new project, if it is to be justified in commercial terms, has to demonstrate that it could generate enough extra traffic, or handle extra traffic developing anyway, that the existing transport systems cannot more cheaply be developed to handle, to pay off the cost of its capital.

How do you guess who will want to cross the Channel in future years? Well, largely according to the imperfect methods adopted in other economic and business forecasting, you find or assume a relationship between what you want to know and some other factor in the economy that has also developed over the years, reckon the rate at which that factor can be expected to develop, and work backwards. This exaggerates the simplicity of the exercise, but it gives the main idea. With the Channel connection the forecasters took account of the growth expected in the economies of Britain and Western Europe; the number of cars and the amount of trade you could expect to develop; and the way in which major new road connections usually "generate" extra traffic.

These forecasts—as you might guess—differ a good deal according to the inherent optimism or pessimism of the statistician concerned; this is anything but an objective or exact science. They also differ somewhat according to the kind of cross-Channel facilities you are proposing. The Channel Tunnel Study Group reckoned on an annual flow of just over 3,000,000 railway passengers, plus 676,000 "accompanied vehicles," and about a million and a quarter tons of merchandise crossing in a "rail only" tunnel by 1965, with considerable further increases by 1980.

The French *Union Routière de France*, which is concerned with the development of road travel and which favours a road-plus-rail bridge across the Channel, thinks the traffic might reach nearly 4,500,000 motor vehicles. The disagreement is not quite so large as in the two estimates for the highest hourly flow of motor vehicles. The tunnel planners thought you would need to provide for about 1,250 vehicles an hour each way between Britain and France, and reckoned this traffic could best be handled by trains carrying vehicles on specially-designed wagons. The French bridge enthusiasts reckon that at peak times of the year traffic might reach 4,500 vehicles an hour each way.

A rival to the Channel Tunnel or Channel Bridge is some form of large hovercraft. For this revolutionary craft commercial developments are being evolved. One of these is the "sidewall" version by William Denny and Bros. Limited, of Dumbarton, designed in collaboration with Hovercraft Development Limited. The picture shows the 60-ft. experimental prototype—D1—being demonstrated on the Gare Loch. William Denny hope to have a passenger-carrying "hover ferry," named D2, operating in Scottish waters next year

For an assortment of bargain prices varying from just over £100,000,000 for a rail-only tunnel to just over £300,000,000 for a bored "road-only" tunnel the investor—or the taxpayer—can take his choice between these different cross-channel solutions. The bridge is estimated to cost about £180,000,000 if it were to carry road vehicles alone; one with two railway tracks as well might cost £200,000,000. All of these estimates are about equally firm; nobody has built a bridge or bored a tunnel quite to compare with these, but highly competent engineering firms have made detailed design studies of what both would require. The tunnel, it is calculated, would take four years to bore and the bridge about five years to build. The tunnel could be either bored, or constructed in sections and laid as an "immersed tube" on the seabed.

The bridge, according to the proposals of a British-French-American group of engineering companies, would be a steel structure resting on 60,000-80,000-ton concrete piers consisting of rings fitting into each other and then filled, as a tube, with ballast. Work would be carried out from pontoons with telescopic legs, rather on the lines of the drilling platforms from which offshore oil is brought to the surface in the Gulf of Mexico and elsewhere. The bridge would be about 250 ft. above the water or roughly the level of the Channel cliffs. There would be headroom of 160 ft. for normal-sized vessels, with certain spans allowing 236 ft. (which would take the *Queen Mary*, if anyone wanted to sail her through the Straits of Dover). Either project would require financial assistance, fiscal exemption, or guarantees from the French and British Governments. It remains a political rather than economic question.

ADOLF MORATH PHOTOGRAPHS

BRITISH INDUSTRY

The Boots Organisation in Nottingham

Any survey of typically British shopping institutions is likely to include the name of Boots high on the list. There are now more than 1,300 branches throughout the British Isles, from Kirkwall, in the Orkneys, to St. Helier, in Jersey. Basically the company's main concern has been to provide a comprehensive pharmaceutical service. For this purpose it has built up a huge manufacturing, research and distributive organisation in Nottingham, where Jesse Boot, the founder, had his first shop. The story of Jesse Boot is a romantic one of Victorian enterprise. He started work at thirteen in 1863, helping his mother running their family business of herbalists. The secret of his success was a notice in the shop window: "Drugs and proprietary articles at reduced prices." Taking many risks, the young businessman saw his business prosper and in 1888, Boots Pure Drug Co. Ltd., the present parent company, came into existence.

Manufacturing began in a small works in Island Street, Nottingham—parts of the original factory were in continuous use until 1955. When all available space in the neighbourhood was outgrown, a new site was acquired in

(*Continued on page 70*)

The orange squash filling machine is at present handling thirty-six bottles a minute at the Beeston factory. A speed limitation is imposed by the working speed of the labelling machine

Right: Using a micro-manipulator to make fine adjustments under a microscope in the Research Department. The number of people employed on research is about 400 and Boots expenditure in this field is now £750,000 a year

The manufacture of synthetic hormones, used for example in the caponisation of poultry, requires full protective clothing to be worn. The operator is engaged on a sieving operation during granulation to create the right particle sizes in the powder. This will then be compressed into tablets

Right: Sugaring the pill—tablets are revolved in the copper pan while a syrup is added. As the syrup dries, the sugar coating builds up to the required thickness. The process may take two or three days to complete. Different coloured coatings are used for identification purposes

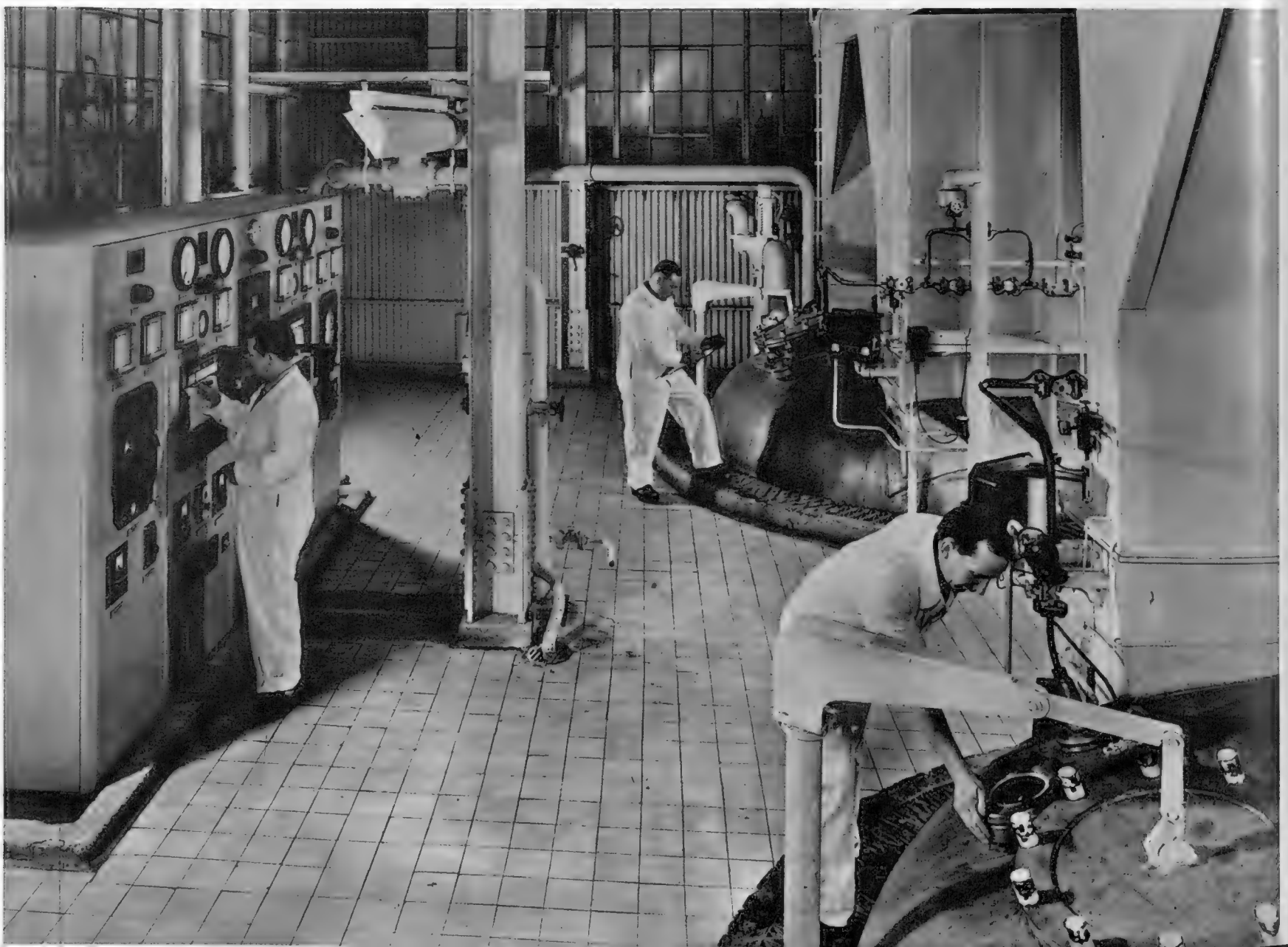
BOOTS AT NOTTINGHAM

(*Continued from page 68*)

open country at Beeston, four miles away. Development proceeded steadily between the wars and the company was among the first in Britain to introduce, in 1934, a five-day week for all factory and warehouse employees. (Last year, Boots introduced a forty-hour week for all staff in factories, works and warehouses.) In 1949, Boots built another factory, at Airdrie, in Lanarkshire, where all Boots aspirins are made —about 1,000,000,000 a year. The research department was started in the 1914-18 War when it was necessary to devise means of manufacturing important drugs of which supplies had originally come from Germany. The greatest growth in the department's activities has come since 1944, the year of the first commercial production of penicillin. Besides the research and development of new drugs to combat human diseases, Boots are actively concerned in the fields of animal husbandry and plant protection and selective weed-killers.

The link between the manufacturing side and the retail shops is provided by the distributive and warehouse organisation, which has centres in London, Heywood, and Airdrie as well as Nottingham. The problem is to cope with the vast range of articles handled by Boots—about 60,000 different lines. Great advances have been made in warehousing methods in recent years and an electronic computer has been installed at a cost of £230,000 to facilitate this work.

Right: Perfumes are stored to mature after they have been blended in the perfumery department. The huge earthenware jars each hold 500 gallons. Normally maturing takes a month



Below: Two new fermenters, which are each of 16,000 gallons capacity, have recently been installed in the antibiotics plant in Nottingham. On the left is semi-automatic control equipment

Automation in the tableting department involves complex counting machines. Cascara tablets, shown in the picture, are made, sugar coated, counted and bottled at the rate of about a third of a million a day. The number of people employed on tablet manufacture and packing at Beeston is about 380. Probably between 2,000 and 3,000 different kinds of tablet are made there

Left: The lidding banding and sorting conveyor system in the goods department. For ease and speed of handling, goods for the various branches are packed in "nestable" trays. The banding machine, in the foreground, has attached to it an electronic eye which automatically sorts the trays according to their destination

GOOD LIVING

By Ganymede

I don't suppose that the recent report of a new, quick method of making "Champagne" invented in Russia has caused much concern to the established makers of Champagne and other sparkling wines. Until such time as samples of the new product appear and win approval, they have nothing to worry about. M. André Simon, President of the Wine and Food Society, was unable to obtain a sample for the recent tasting of Sparkling Wines other than Champagne. In his tasting notes he referred briefly to this failure by stating: "We have asked the Russians for samples, but none have reached us in time for this Tasting."

The occasion was a veritable *tour de force* on M. Simon's part. He had promised twenty-four different sparkling wines (other than Champagne) to his members, and those who went to the Guildhall found a selection of thirty-one. He further limited himself to choose only those made by the *Méthode Champenoise*. The other method, the *Cuve Close*, is a much cheaper way of making sparkling wine; the grape-juice is fermented in a large, sealed vat, from which bottles are filled with the wine containing the carbonic acid gas, leaving the sediment behind. Compare this with the *Méthode Champenoise;* the fermentation takes place in corked and wired bottles, from which the sediment has to be removed without undue loss of wine or gas, a difficult and expensive task. It is made slightly easier by the modern form of *dégorgement* as this process is called, of freezing the contents of the neck of the bottle where the sediment has already been collected by careful remuage. When the cork is removed a small plug of ice flies out which contains all the sediment.

The Duke of Richmond and Gordon (left), President of the British Travel and Holidays Association, and the Mayor of Torquay, Councillor T. B. Revill, both pull cords to open the new extension to the Aquamarine Restaurant at the Imperial hotel, Torquay. Others in the front row are the Mayoress, Mrs. Revill; Mrs. Wollen, the wife of the chairman of the Torquay Hotel Co.; and the Duchess of Richmond and Gordon

But to return to this remarkable tasting. France was represented by eight examples from five regions out of the fifteen entitled to the appellation controlée: Vin Mousseux Francais. Of the most popular French sparkling wines, from the Loire Valley, we had a Saumur Mousseux and a Saumur Muscatel, from Caves de Grenelle, both young and fresh. Vouvray was represented by Vouvray Mousseux and Touraine Mousseux from Caves de Bourg. Neither of these was lacking the usual charm of this wine. Two sparkling burgundies from Beaune, shipped by Bassereau, a white and a red, were typical examples of this region where the rules for making sparkling wines are even more stringent than elsewhere. *Dégorgement* must not take place before the wine is at least a year old. A little-known Bordeaux Mousseux and a very drinkable Seyssel Mousseux Blanc de Blancs (from Savoy) made up the number.

The German sparkling wines fell into two groups. Those made of German wines grown in named vineyards such as the most impressive, delightful Schloss Saarfels Sparkling Moselle (O.W. Loeb and Co.); Hallgarten's Sparkling Bernkasteler Moselgold; and the exquisite Schloss Johannisberger Extra Dry, Fürst von Metternich (Oscar Simon Ltd.). In the other category was *Sekt* of various marques. These are all made in Germany, but still wines of other countries can be used. The sales of *Sekt* reached 71,000,000 bottles in 1960, considerably exceeding the annual total of Champagne sales. Among the six examples shown were two old friends, Deinhard Kabinett Sekt and Langenbach Privat Brut Sekt, both very pleasant and reliable as always.

For those who don't mind a sweeter wine we had two examples from Piedmont in Italy, Asti Spumante Cinzano and Asti Spumante Mirafiore. Gancia Extra Dry Riserva, 1955, another Italian product, is a little drier and the rosé, Recioto Nobile Della Valpolicella, is most refreshing. The only sample from Spain, Real Madrid Dry Spanish Sparkling Wine was superior to the better-known varieties from that country. Of the three wines from Portugal I liked best the Royal Brut Real Companhia Vinicola do Norte de Portugal, which is elegant, although to my mind, not quite dry enough. The Commonwealth was represented by two white and one red sparkling wines from Australia, all very drinkable. There were two equally acceptable examples from South Africa. An unusual late arrival was the first sparkling wine I have ever tasted from Morocco, an excellent thirst-quencher. It was a most useful tasting, reminding us of the many sparkling wines available in this country and the great variety in their character.

INDUSTRY AND THE STOCK MARKET

OFFICE EQUIPMENT

By "THE SPHERE" CITY CORRESPONDENT

"We are an expanding company in an expanding industry," Lord Nathan said recently. He is chairman of the Gestetner group, well known for its stencils and duplicating equipment, which go back more than eighty years. Lord Nathan's comment reflects the expansion in Britain's office equipment industry since the war. Growth of service industries has involved an expansion in clerical work of all kinds and with labour scarce and costly there has been a correspondingly sharper rise in the demand for office machinery. In the early post-war years, shortage of dollars meant that equipment that had formerly been imported from the United States was manufactured in this country. As a result, Britain's output of accounting machinery has grown nearly seventeenfold and other office machinery, apart from typewriters, nearly twelve times.

Profits of the major public companies in this industry—several of the leading producers in Britain for example, are wholly owned by their parents in the United States—have not, however, fully reflected this impressive rise in output. For one thing, competition in the industry is keen, with a great deal depending on skilful selling and the use of advertising. A large part of the industry's output also goes abroad where profit margins are under pressure. In addition, financing the growth of business has involved periodical calls for new capital and has brought some conservatism in dividend policy. Gestetner, now a £10,000,000 group, are one of the best-known names in the industry. David Gestetner, founder of the business, made and sold the first apparatus using a paper-coated stencil in the late nineteenth century. As much as three-quarters of the business is carried on with overseas customers, which probably helps to explain the moderate improvement in earnings during the early 1950's. In more recent years, profits moved ahead though the group suffered a heavier tax charge in 1960-61, when trading profits of £3,300,000 produced net income of £1,100,000. Shareholders' dividend rate, which was 18 per cent. in 1957, is now running at 20 per cent. on capital more than half as large again.

Gestetner have made their name in the office equipment industry by specialising in duplicators. Lamson Industries, however, cover the entire range of equipment, from carbon copy books to machinery for the printing industry. Lamson also operate the Sumlock Comptometer business in this country and have a one-third interest in Caribonum Trust, which makes carbons and typewriter ribbons. In the few years after 1955, profit growth was moderate but more recently trading earnings have expanded sharply from £2,000,000 in 1958 to £3,000,000 last year. Dividends, which were running at 10 per cent. in the former year, have now been raised to 17 per cent. with Mr. R. Graham, the chairman, expecting results at least as good this year as for 1960.

A smaller but—like Gestetner—rather specialist company in the industry is Roneo, who make duplicating machines, steel office furniture and record systems. Roneo's recent record has shown some fluctuations, however, with profit setbacks in 1958 and 1960. Speaking towards the end of last year, Sir Greville Maginness, the chairman, told shareholders that the large new factory at Norwich should produce material benefits in the 1960-61 financial year, though fully-planned production will only appear in the current period's results. Roneo's dividend, which was held at 15 per cent. from 1955-59, was raised to 17½ per cent. last year and there seems a reasonable prospect of some increase when the 1960-61 figures are announced during the autumn.

By its nature, office equipment is a diversified industry and investors might therefore consider two companies more specialised than Gestetner, Lamson or Roneo. These two specialised companies are International Computers and Tabulators (the Powers Samas and Hollerith group) and Imperial Typewriters. I.C.T., in which Vickers, the shipbuilders and engineers, have a share interest, have established a reputation as an outstanding growth stock. I.C.T. are one of the major British computer companies in which investors can buy an interest and the shares are widely reckoned attractive by comparison with those of American or Continental firms such as International Business Machines, or Machines Bull of France (linked with De La Rue in this country). Imperial Typewriter, though also a specialised concern in the office equipment industry, rank as small alongside the £36,000,000 I.C.T. group. Imperial have to meet keen competition from imported typewriters, as well as exporting nearly one-third of their production. They have, however, shown a steady profit growth, barring an earnings decline in 1958. Over the years ahead, the major expansion prospect lies in the £350,000 to £400,000 which the directors plan to spend on extensions and plant.

Investors' choice among office equipment shares must depend largely on their estimate of a specific company's growth potential—particularly difficult to forecast in this industry—and on their own income needs. Lamson Industries yield about 3 per cent. while I.C.T. offer rather less. Of the two other office equipment shares, Gestetner also offer about 3 per cent., though Roneo can be bought to yield around 4½ per cent. Lamson Industries emerges as probably the best all-round equity in the group, with Roneo an alternative for investors to whom current dividends are important along with capital growth. By recent standards, growth in this business should be well maintained in the future.

The cooler columns of the new cooling and condensing plant at the power station at Rugeley in Staffordshire

NEW SHAPES

Britain's first dry cooling tower should be in operation by the end of the year at the Central Electricity Generating Board's power station at Rugeley, Staffordshire. This new type of cooling and condensing plant for steam power stations is being constructed by the English Electric Co. Ltd., for use with one of its 120,000-kW steam turbo-alternator sets.

The principle of operation, known as the Heller System, was originally devised in Hungary. It has been extended by English Electric to cover the varied requirements of the large steam generating sets now being built. In the dry cooling tower the circulating water flows in a closed circuit and gives up its heat to the atmosphere in air-cooled heat exchangers placed around the base of the tower. This technique allows steam power stations to be sited independently of large supplies of natural water, such as a river or a lake.

Drummonds Branch of the Royal Bank of Scotland is operating the drive-in bank in Trafalgar Square. The customer drives to the steel and bullet-proof glass cashier's office and the drawer below the window enables him to transact his business with the cashier. They can talk on a two-way broadcasting system. The bank has been constructed by Holloway Brothers (London) Ltd.

A design of electronic waves adorns a wall of the five-storey office block which, with a single storey factory extension, has been built by Taylor Woodrow Construction Ltd. for the Solartron Electronic Group at Farnborough in Hampshire. This is the second stage of the Group's four-stage £1,250,000 expansion plan. Architects, engineers and quantity surveyors for the whole project are Raglan Squires and Partners.

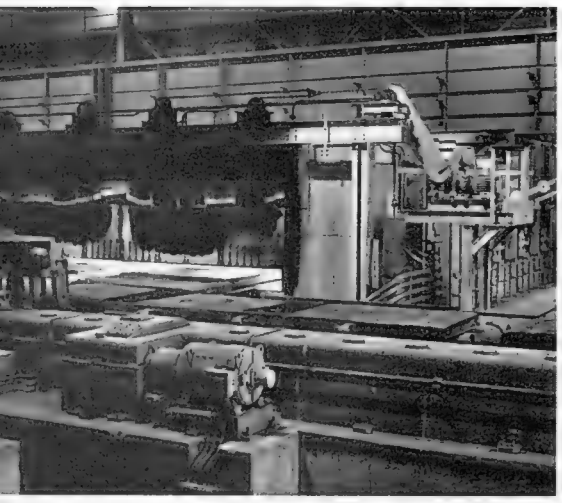
The first drive-in bank opened in central London is on a corner of Trafalgar Square

Right: The electronic wave form design is on a building of the new Solartron factory

ROLLING STEEL PLATE

Earlier this year the Consett Iron Company's new £14,000,000 Plate Mill was opened at Hownsgill, Consett, in Durham. Steel was first made in the area in the late seventeenth century by four German refugee sword makers. The Derwent Iron Company was set up in 1840, and taken over by Consett in 1864. Since the last war there has been a period of great expansion for the company. Two successive phases of development increased production from less than 400,000 ingot tons in 1947 to 1,000,000 tons in 1957. A third development plan will nearly double output by 1965. A major part of this plan is the new four-high plate mill, raising output of steel plate to 10,000 tons a week—500,000 tons a year. In this mill, the steel ingots, weighing anything from five to twenty tons, are rolled. They have passed from the ingot moulds through the reheating furnace where they are given a uniform temperature of about 1300 deg. C., weighed and moved to the slabbing and blooming mill. Having again been reheated, the steel slabs are ready for the new mill. It is a four-high mill—it has two large back-up rolls with, in between, two smaller work rolls. The mill turns the steel slabs into plates. When these have been cut to size some are ready to be dispatched; others go through further processes to give the steel specific requirements.

A plate is rolled from the Mill Stand in the new four-high plate mill in the Consett works in County Durham



Left: Steel slabs from the ingot moulds enter one of the reheating furnaces before they are rolled

One of the cross-cut shears in operation. **Right:** One of the side-cut shears. Both are capable of cutting plate up to 1½ ins. thick

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MOTORING

A NEW M.G. MIDGET

Driving an unusual Swedish saloon; and other topics

By **Courtenay Edwards**

A famous British sports car—the M.G. Midget—has been revived after an interval of seven years. It is announced by the British Motor Corporation thirty-two years after the first Midget appeared in 1929 and twenty-five years since the last M.G. of under 1,000 c.c. went out of production. It would be pointless to try to pretend that the new 948-c.c. two-seater Midget is anything other than a new and rather more refined version of the Austin Healey-Sprite Mark 2 which was announced a few weeks ago.

Under the B.M.C.'s commercially successful policy of rationalisation it was more or less inevitable that we should eventually get a "Nuffield" version of the popular Sprite and I should imagine that B.M.C. dealers with the M.G. franchise have been agitating for some time for a small brother for the M.G.A. I applaud the B.M.C. decision to revive the magic Midget but regret the fact that they have not given the car an M.G. radiator grille. It looks too much like the Sprite. The new Midget costs £669 15s., including tax. That is £20 more than the Sprite on basic price-tag; £29 more with tax added. The car does 85 m.p.h. and top speeds in the other gears are 58, 46 and 29. Design features include twin carburettors, drum brakes all round, leather-cloth upholstery (I should have expected real leather to be at least an optional extra in a de luxe open sports car of this type), an externally opening luggage-boot, revolution-counter and windscreen of laminated glass.

The new M.G. Midget two-seater sports car costs £669 15s., including tax

The Swedish-built Saab 96 saloon

I don't suppose it will be long before the non-tariff insurance companies follow the example of the pace-setting tariff organisations—which include the "Pru" and the Pearl—in putting up their car premiums. The increases announced recently by the tariff companies through their Accident Offices Association were the first for four years, and the overall increase will be of the order of 5 per cent. In fact, though, the increases vary between 20 per cent. for Central London to 10 per cent. in certain other congested areas with bad accident records, while considerable areas are unaffected. The Accident Offices handle about half the country's private car insurance and they say that of the 5,500,000 cars in Britain fewer than 1,000,000 will have their premiums raised.

By varying the rate of increase and applying it only to certain areas the tariff companies have laudably tried to distribute more fairly among car-owners the cost of insurance in respect of road accidents. Yet the motorist who lives in Central London and does most of his motoring out in the country has a legitimate grievance. For he has to pay a lot more than the car-owner who lives in the country and does most of his motoring getting into Central London and back.

I grew very fond of the Saab 96 with which I did a week's motoring recently. At first I did not think I was going to get on very well with this unusual-looking Swedish car which has its 3-cylinder, two-stroke, water-cooled engine of only 841 c.c. mounted ahead of the driven front wheels. It has a kerb weight of 15¾ cwt. and room for four or five people and I thought that with an engine no bigger than those of the B.M.C. "Minnies," and a two-stroke unit at that, it was certain to be under-powered.

I could not have been more wrong and although I have a built-in dislike of two-stroke cars, I was fascinated by the way in which the Swedish car sings its way along when cruising on the open road in the sixties. The uneven running of the engine at low speeds is disguised by good sound-proofing and minimised by a free-wheel which, however, deprives you entirely of even the small amount of engine braking offered by a two-stroke unit.

Although the Saab costs £885 in Britain—more than the 1½-litre Austin A 55, for instance, or the estate-car versions of the Hillman Minx and Vauxhall Victor—it is selling well and, following its outstanding success in the recent Rally of the Midnight Sun, it should make an even stronger appeal to British motorists who like sophisticated cars that are a bit out of the ordinary. The car gets its name from Svenska Aeroplan Aktiebolaget, formed in 1937 to build aircraft and which started making cars—their first was a 2-cylinder model—in 1949. They now build military jet aircraft.

The Saab's aerodynamic shape owes much to the firm's wind tunnels, and if its appearance is not exactly fashionable it offers a low level of wind noise and helps to give a petrol mileage of better than 40 to the gallon on long journeys. It 's a nuisance having to ask the garage man to put in a pint of oil with every four gallons of petrol but as far as running costs are concerned, the price of the oil is cancelled out by the fact that the Saab runs perfectly well on commercial fuel.

Slowly—very slowly—Britain's network of motorways is taking shape. Another small section was added the other day with the opening of the six-mile-long Maidenhead by-pass which curves through Buckingham and Berkshire and which will eventually form part of M 4, the motorway from London to South Wales via the Severn Bridge. Work is already proceeding on the 5½-mile Slough by-pass which will also be part of M 4, and by 1964 the motorway should be complete from the Chiswick flyover to the western end of the Maidenhead by-pass at Maidenhead Thicket (once part of Windsor Forest).

A feature of the Maidenhead by-pass is a new bridge over the Thames just below Bray. It is the first permanent bridge to be put across this river since the war. It has a main span of 270 ft., is 100 ft. wide and, in addition to the dual carriageways, has cycle tracks and footpaths fenced off from the motor traffic.

It is surprising what people will pay for old cars. I don't mean old bangers but well-preserved vintage and veteran models of the kind put up for auction recently at Beaulieu Abbey. Here, in conjunction with the Montagu Motor Museum, the Southern Counties Car Auctions, run by the enterprising Wickins brothers, offered thirty-two cars—and sold twenty-one of them for £11,175. The oldest car—a 1900 de Dion Bouton—was withdrawn at £1,435 and the best price was £1,300 paid by Lord Montagu, on behalf of the Motor Museum, for an immaculate white 1912 Hispano-Suiza "Alfonso," the first Spanish car to be acquired by the Museum. This treasure-house of historic automobiles now has eight car-building countries represented in its 150-strong collection. When I went down for the Southern Counties auction the Museum had already this year attracted 25,000 more visitors than at the same date last year.

Briefly. . . . The Duke of Norfolk has succeeded the Duke of Edinburgh as President of the Automobile Association. After ten years in the post Prince Philip announced his retirement at the A.A.'s recent annual meeting, when he renewed his campaign against diesel exhaust smoke. . . . Romac Industries announce a range of nylon-webbing safety belts which includes both the single sash and sash-plus-lap-strap types. Highest and lowest prices are £4 7s. 6d. and £3 17s. 6d. . . .

The Carvair, a Douglas DC4 airliner modified to carry up to six nose-loaded cars, has made its maiden flight at Southend. Ten of these 200 m.p.h., £150,000 aircraft have been ordered from Aviation Traders Ltd., by Channel Air Bridge, who hope to be operating at least one from Southend across the Channel this autumn. . . . Ferrari, the Italian motor racing team who are dominating the Grand Prix scene this year, will be strongly represented at the British G.P. at Aintree of July 15. The red-painted cars with the symbol of the prancing horse may this year chalk up their first British G.P. win. . . . A new racing car incorporating four-wheel drive and other unusual design features developed by the late Mr. Harry Ferguson will be a star attraction at the British Racing Drivers' Club Empire Trophy meeting at Silverstone this Saturday (July 8).

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